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China Mail

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1845

TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/6 8/16.



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N. LAZARUS

Ophthalmic Optician

13, Queen's Road Central.

No. 27,447

HONG KONG, THURSDAY, MARCH 27, 1930.

PRICE \$3.00 Per Month.

LAWYER & CLIENT'S MONEY

HOW KING EDWARD HOTEL FUNDS WERE HANDLED

DISCLOSURES IN COURT

\$4,000 PAID TO JUNIOR COUNSEL

Some interesting disclosures were made this morning at the Bankruptcy Court by Tsung Fu-kwong, a former partner in the King Edward Hotel. He said that after the fire, the whole matter was placed in the hands of Mr. Leo d'Almada, solicitor, who had, debtor alleged, received about \$60,000 on behalf of the hotel management during the time that he had had charge of the hotel's affairs. Out of the money received only about \$15,000 was handed back to the partners concerned.

Debtor further alleged that Mr. Leo d'Almada had only rendered him a verbal statement of account, in which he claimed \$11,000 for his own fees, \$4,000 for his son, Mr. Leo d'Almada, junr., \$1,000 odd for Mr. Hin Shing-lo and another \$4,000 for Mr. F. C. Jenkin.

PARTNERS EXAMINED

Tsung Fu-kwong, who appeared before the Chief Justice, Sir Henry Gollan, this morning for his public examination by Mr. E. P. H. Lang, acting Official Receiver, stated that he was one of the members of a syndicate formed on August 6, 1928, to take over the management of the King Edward Hotel. Debtor's own share in the business was \$35,000. There were two other partners and several small shareholders. Altogether they raised about \$115,000. There was no agreement drawn out between the partners, but they had the intention of forming a limited liability company. At the time of taking over the business, debtor was under the impression that the business was paying, and it did in fact pay.

Mortgaged and Sold
Debtor went on to say that at the time he filed his petition for bankruptcy, his liabilities were about \$45,000, and on the date when a receiving order was made against him, his assets could not be more than \$2,000 or \$3,000. He also had a house, but two mortgages had been put on it.

The Official Receiver: Do you know that that house has now been sold?—No, I have never been informed nor did I see any advertisement in the newspapers to that effect.

What would you say the value of that house was?—I have no idea, but I paid \$14,000 for its erection.

You would not be surprised if I say that nothing over and above the amount of the mortgage has been raised?—I can't say anything.

Costly Litigation
Debtor went on to say that the King Edward Hotel was insured for \$140,000, but, after the fire, they had received only \$39,000 from the insurance company in settlement. He and his partners were not satisfied with the settlement, but as they had no money to institute proceedings against the underwriters, they were forced to keep quiet. Mr. Jenkin informed them that a litigation of that nature would be very costly.

Debtor, in answer to further questions, stated that a board of arbitrators was appointed to go into the matter. The hotel's affairs were then in the hands of Mr. Leo d'Almada, who appointed three counsel to represent the hotel at the arbitration. The three counsel were Messrs. F. C. Jenkin, Leo d'Almada, Junr., and Mr. Hin Shing-lo.

No Account Rendered
The Official Receiver: After the claim had been settled, did your solicitor render you an account?—No.

But then, how did you arrive at a figure as to what balance is due to you and the other partners?—The solicitor gave us the balance after deducting his own fees. Mr. Leo d'Almada, junr., \$4,000; Mr. F. C. Jenkin, \$1,000; Mr. Hin Shing-lo, \$4,000; and another \$4,000 for Mr. Leo d'Almada, senr.

Mr. Leo d'Almada, senr., stated that he had received the money from the solicitor, and he would be happy to give a statement of account.

CIVIL WAR IN CHINA

QUESTIONS IN HOUSE OF COMMONS

OUTLOOK WORSE

LEGATIONS TO BE PROTECTED

London, Yesterday.

In the House of Commons at question time, Mr. Arthur Henderson stated that he had learnt from Peking that the outlook in China had become worse. The outbreak of civil war was again regarded as imminent. He had also seen reports that Yen Hsi-shan, the anti-Government leader, had seized the Peking-Hankow Railway Administration.

Sir Austen Chamberlain asked whether the legations were adequately guarded.

Mr. Henderson said he had no reason to doubt their safety, and pointed out that Great Britain was splendidly represented in China and Sir Miles Lampson had kept him well informed.

Sir Kingsley Wood questioned the wisdom at present of relaxing the extraterritorial rights.

Mr. Henderson replied that he did not think the two points were entirely associated.

Capt. Eden (Cons) asked whether the negotiations would be suspended during the disturbed conditions.

Mr. Henderson replied "I cannot say that they will be actually suspended. I have to leave the matter for the time being in the hands of our representatives."—Reuter.

Earlier Cable

Peking, Yesterday.

Shih Yu-san is reported to have taken the offensive against Han Fuchu and captured Ningling, near Kweichow, while Sun Tien-ying is

J.P. CHARGED

Alleged Possession of Opium

FURTHER FORMAL EVIDENCE

This morning Mr. R. E. Lindsell took further evidence in the opium case against Mui Kwok-leung, described as a Justice of the Peace of Singapore.

Revenue Officer Tuck deposed that when he saw the accused in the lobby of the Empress Hotel on

SOME RAIN

To-day's weather report from the Royal Observatory states: Depressions are shown over the Lower Yangtze Valley and over Indo-China.

Coastal Fog.
Forecast: S.E. or variable winds, moderate; generally overcast; some rain.

Rainfall
Rainfall to 10 a.m. to-day 2.08. Rainfall since January 1. 9.25 inches against an average of 5.64 inches.

Temperature and Humidity
The temperature and humidity at certain specified centres this morning at 6 o'clock were:

	Temp.	Humid.
Hong Kong	66	98
Macao	68	94
Pratas Island	73	100
Manila	70	88
Amoy	62	94
Swatow	61	95
Chefoo	42	100
Shanghai	61	85

the morning of March 1, he asked him if the luggage on the praya was his. Accused replied something like this: "Yes, well it is not my personal luggage. I am minding it for a friend whose mother was taken very ill and he had to return to the country." Accused also produced a letter which he said was

BRITAIN'S PLACE IN WORLD AVIATION

Country	Length of Routes 1)	1927			1928		
		Kilo-metres flown	Passengers carried	Freight and mail carried	Kilo-metres flown	Passengers carried	Freight and mail carried
Germany	32.0	9970	107620	3153	11450	115	120711
Great Britain	4.6	1287	19935	603	2185	168	29500
France	17.4	6044	21555	1642	7297	121	19698
Belgium	3.7	118	1548	18	103	2)	879
Holland	3.2	1310	12916	437	1623	124	17007
Italy	6.3	1300	12182	139	1992	153	16629
Austria	3.6	390	4274	18	643	105	5477
Poland	2.5	1134	7469	303	1189	105	6843
Russia	18.0	1818	7079	170	2383	131	8936
Czechoslovakia	2.1	415	4233	38	752	131	8496
United States	25.8	8437	12597	1546	16853	200	52934
Argentina	0.7	75	1507	4.4	958	741	6754
Brazil	5.7	129	1219	6.8	958	176	6056
Colombia	4.0	527	3905	382	929	176	6056
Japan	2.1	978	270	—	—	—	—
Peru	1.3	198	3000	88	337	175	4083
Commonwealth of Australia	5.6	1519	23962	64	1028	2)	23898

1) According to the position on July 15, 1928.
2) First half of 1928.
3) 1927.

acting on the defensive eastward of Kweichow.

Other Shansi and Kuominchun forces are hastening to their assistance.

The Central Government is sending reinforcements to Han Fu-chu, and a Government aeroplane is reconnoitering the vicinity.—Reuter.

NO RULE OF THE ROAD

A Chinese who learned how to ride a bicycle up country near Macao, was at the Kowloon Magistrate's this morning charged with riding on the wrong side of Nathan Road.

Sub-Inspector Chester Woods stated that the defendant had just come down from country the day before yesterday, and might, therefore, be unfamiliar with the rules of the road.

The defendant said that where he had ridden on a bicycle there were no rules.

His Worship pointed out that in the defendant's country they might keep to the right side of the road, as in France.

Defendant was cautioned.

YAKES' DENIAL

Yakes, who was charged with the murder of a Chinese, denied the charge.

STOP PRESS

Kansas city, Yesterday.
Carnegie has gained his twelfth successive knock-out victory in two months by knocking out George Traffon of Chicago, who weighs 16 stone, in 54 seconds.—Reuter's American Service.

plained that the Chinese P.O. Mr. No. 8, who was charged with the murder of a Chinese, denied the charge.

Yakes, who was charged with the murder of a Chinese, denied the charge.

CHINA SEAS PIRACY

NAVAL GUARDS TO BE PROVIDED

TO BE PAID FOR

UNFAIR TO SHIPPING COMPANIES

London, Yesterday.

In the House of Commons at question time Mr. A. V. Alexander said that the Government had informed the shipping companies that it was prepared to sanction the further extension of the provision for regular military and naval guards against piracy in China for a definite limited period subject to the following provisions:

First, that the companies before April 1 agree to an elaboration of the present scheme to supply Indian guards for the internal protection of shipping;

Second, that any regular guard provided after March 31 are to be paid for by the companies in full;

Third, that the whole cost of the elaborated scheme, including the maintaining of the guard when not actually on board ship, should be borne by the companies proportionately to their requirements.

The companies met to consider the position on March 24 and he was still awaiting their reply.

Sir Basil Peto queried whether it was reasonable to "throw on the shipping companies the whole cost of protection of their ships' crews and officers, and to withdraw the facilities so far given in this connection by the Government."

Commander Kenworthy (Lab.) remarked: "This is a new principle that naval guards should be paid for."

Mr. Alexander said he had nothing to add.—Reuter.

DOG DAY IN COURT

Bank Employee Aims a Grievance

NO TIME IN SUMMONS

Mr. E. Antonio, of the staff of the Mercantile Bank of India, Limited, appeared before Mr. Whyte-Smith at the Kowloon Magistrate's this morning, to answer a summons for allowing his dog to be abroad without a muzzle, early in this month.

The defendant admitted it and was fined \$5. He called the Magistrate's attention to a mistake on his summons which had "forenoon" as the time he should appear but did not state any fixed hour. Such a fault, although simple, caused him to sacrifice a whole half day's work, as he came to Court at 9.30.

The Magistrate pointed out that it was a fault of the office. The original copy, which his Worship held, stated the correct hour.

Mr. Antonio explained that he held a responsible position in the Bank, and when he received the summons, it was Settlement Day, which was the heaviest since 1925 for the brokers. He was fully occupied with his work, and could not see whether the time was mentioned or not.

Obvious Suggestion
The Magistrate: You might have rung up to ask what time in the forenoon you were to appear.

Mr. Antonio replied that he was a very busy man, and had no one next to him in the office and no assistant, so that, just for the fault in the summons, he had to sacrifice half a day's good work.

Mr. D. Ogilvie (First Clerk): This mistake happened only about once a year, or once in six months.

The Magistrate pointed out that the name was all right, and the day was all right, but the time was left blank. It was a simple mistake.

Mr. Antonio agreed on that point, but emphasized that he had wasted much time at the Court, and that was his first appearance in one.

Mr. Whyte-Smith said that he was very sorry for what had occurred and apologised to the defendant for it.

A Temptation

Mr. B. A. Pereira, of 7 Knutsford Terrace, also came before Mr. Whyte-Smith on a similar summons.

Mr. Pereira, in admitting the offence, said that he went out with his cousin (Mr. Antonio) to the Marina ground, which was beyond the railing at the Chatham Road children's playground. Here, as nobody was about, they let their dogs off the leash for a run.

His Worship remarked that it was very tempting to let one's dog free on grass, but the muzzle regulation was mainly a defensive against rabies.

Mr. Pereira, in stating that he fully realised it, pointed out that his dog was only three months' old, and that Mr. Antonio's bigger dog was, in fact, the grandfather of his pup.

Sergeant Brand pointed out that he had been instructed by the D.S.P. (K.) (Mr. D. Burlingham) to take action in these cases, as there were many people who went to Chatham Road daily, and let their dogs off the leash.

A fine of \$5 was imposed.
Mr. Plegg, of 4 Peking Buildings, was fined \$5 for allowing his dog to be about unmuzzled.

Refused Her Name

When a similar summons was called against Mrs. D. H. Ross, of 5 Jordan Road, the First Clerk, handed to the Magistrate a letter from Mrs. Ross, which stated that she was ill, but she enclosed the money for the fine.

Sergeant Brand alleged that the defendant, when he approached her for letting her dog loose in a public thoroughfare, would not give him her name. He obtained it by looking up the licence book.

A fine of \$5 was imposed.
A Chinese man, appearing on behalf of Mrs. Lang, of 98 Nathan Road, admitted two summonses in regard to her mistress's dog, and was fined \$5 and \$2, respectively.

SALARIES COMMISSION

It is learned officially that a cablegram has been received from the Secretary of State for the Colonies, authorising His Excellency the Deputy Governor to place the report of the Salaries Commission before the Legislative Council for its consideration.

This may be regarded as tantamount to approval by Downing Street of the report and recommendations in general, but does not, of course, tie the hands of the members of the Legislative Council in their ultimate consideration thereof.

HARBOUR PIPE LINE

The China Mail is informed that it is intended to turn on the water from the newly-completed training harbour pipe line to the mains on the Island at three o'clock on Monday afternoon.

Details of the formal ceremony will be published in due course.

OVERSEAS RADIO

BEAM STATIONS MAY BE EMPLOYED.

NEW LENGTH

U.S. INTERESTS NOT BEING FAVOURED

Rugby, Yesterday.

In the House of Commons to-day Sir Hilton Young (Conservative), drew attention to the decision of the Government to develop overseas wireless telephony through the Post Office Station at Rugby without the co-operation of the Communications Company. He recalled that this great Pacific utility corporation was formed in order to co-ordinate and rationalise the cable and wireless systems of overseas communications.

National Interests

Mr. Lees Smith, Postmaster General, replying, said that the Government's decision had not been reached on the grounds of any political doctrine, but in consideration of national interests. The late Government leased beam stations with wireless telephony in the Communications Company but reserved to themselves the future of wireless telephony. The late Government and the Imperial Conference deliberately refused to give any understanding that they would use beam service stations for future telephonic development.

The position when he came into office, was that there were two alternatives. The first was to use beam stations. Their advantages were that they had the equipment and, therefore, it seemed obvious that by combining telegraphy and telephony in one set of apparatus economical results could be achieved. The other alternative was that at Rugby, he found a great wireless service already in existence—the greatest commercial overseas telephonic service in the world.

Rugby Cheaper

The question was that, with reductions in overhead charges, and some further rationalisation at Rugby it did not give greater advantages than the combination in a single instrument at the beam station. The aerial masts at the Marconi Stations ran up to about 280 feet in height, whereas the masts at Rugby were between 120 and 150 feet high. The high mast system cost roughly \$34,000 and the low mast system only about \$3,500. Any loss of power attendant on low masts at Rugby had been made good by the development of a very powerful transmitter, so that taking the transmitter and the aerial together the Rugby system gave even more power than the Marconi aerial. If they were going to give valuable service all over the world they must have more than one wave length.

Three wave-lengths were necessary for a reliable service. A new wave-length meant a new aerial. With the cheap Rugby aerials Government got a cheap wave-length.

The Rugby system gave great economies in landlines. In order to operate a wireless system they must have a system of landlines from the central trunk exchange in London to the wireless station. Those landlines were very expensive and, by concentrating their services on one site, they saved considerable money.

Nearer to London

In addition, Rugby and Baldock were a great deal nearer to London than Grimsby, Skegness, Bodmin, and Bridgwater, where beam stations were situated so that, while beam station required 4,192 miles of circuit, Rugby and Baldock required only 785.

Comparing the use of the Rugby system with the best offer made by the Communications Company, there would be a saving of \$20,000 to \$30,000. The Postmaster General added that the Government had recently heard from the Canadian Government that they preferred a direct service with this country to a service via New York, and this would be provided. The Government were also willing to open a service with Argentina as soon as the House gave authority, and negotiations with the Egyptian Government were making satisfactory progress.—Reuter's Wireless Service.

(Continued on Page 2.)

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ADVERTISING**

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

AGENT WANTED.

AGENT WANTED by an old established firm of German Brewers for the sale of their well-known Pilsener Beer. Apply by letter to H. S. 8001, c/o "China Mail."

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TO LET.—For 6 months, 5-roomed House on the Peak, modern sanitation. Apply Secretary, P.O. Box No. 22.

TO LET.—4-roomed Bungalow situated at Broadwood Road, Happy Valley. Apply Secretary, P.O. Box No. 22.

TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bedrooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & Co., 10, Des Voeux Road C.

GODOWN TO LET.

A GODOWN at Whitefield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

POSITION WANTED

YOUNG ENGLISHMAN, (employed) seeks other employment. Willing to accept any kind of Position. Excellent Refs. Salary no object. Please Reply Box No. 645, c/o "China Mail."

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CANTONESE AND MANDARIN LANGUAGE and characters TAUGHT by Mr. SHIU. Special notes and books. Twenty-three years' experience. Rapid progress ensured. Special explanations in English given to beginners. Particular coaching in pronunciation. Terms moderate. First class references. Numerous successes at examinations. No. 16, Wyndham Street, Top Floor.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply.

MISS RUTH GULLEY
(Camb. Higher Local).
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MISS GERTRUDE TURNER
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Hong Kong.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, March 28, 1930,
commencing at 10 a.m.,
at the Office of The American
Asiatic Underwriters, Fed. Inc.,
U.S.A., No. 2, Connaught Road
Central.

A Quantity of Furniture.
Comprising:—
Teak and Glass Partition, Ceiling
Fans, Electric Fittings, etc.
On View from Thursday, March
27, 1930.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, March 25, 1930.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, March 28, 1930,
commencing at 11 a.m.,
at No. 1, Aimal Villas, Kowloon.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**
On View from Thursday, March
27, 1930.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, March 22, 1930.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, March 28, 1930,
commencing at 2.30 p.m.,
at No. 48A, Nathan Road,
Kowloon.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**
On View from Noon, Thursday,
March 27, 1930.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, March 22, 1930.

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, March 29, 1930,
commencing at 11 a.m.,
at No. 16, Chatham Road,
Kowloon.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**
On View from Friday, March 28,
1930.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, March 25, 1930.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, March 31, 1930,
commencing at 11 a.m.,
at No. 70B, Nathan Road,
Kowloon.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**
On View from Sunday, March
30, 1930.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, March 25, 1930.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Elizabeth Brown, Helena May Institute, from New York.
Chung Drug, from Osaka.
Saint Patrick's Society, from Shanghai.
Champion, from Tientsin.
Strom, Peninsula Hotel, from Antwerp, En.

E. V. JESSEN,
Superintendent.
Hong Kong, March 26, 1930.

REALISTIC

The realistic Method is at once a new way of styling the hair, from the side toward the scalp, a new wave—softer, smoother and more natural.
Arrange TO-DAY to have your hair styled in the realistic manner.
YATOI BEAUTY PARLOUR
28, Wyndham Street.

COMPANY MEETINGS**A. S. WATSON & CO., LIMITED.**

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Hong Kong Hotel, Hong Kong, on SATURDAY, the 29th March, 1930, at 11.30 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1929. The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 24th day of March to MONDAY, the 31st day of March, 1930, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 19th March, 1930.

THE HONG KONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Building, Hong Kong, on MONDAY, 31st March, 1930, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 24th to the 31st March, 1930, both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hong Kong, 18th March, 1930.

THE HONG KONG & SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of The Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on SATURDAY, the 5th day of April, 1930, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1929, and re-electing a Director and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 28th March, 1930, until SATURDAY, the 5th April, 1930, both days inclusive.

By Order of the Board,
F. C. BARRY,
Secretary.
Hong Kong, 17th March, 1930.

YOU

ARE INVITED TO INSPECT OUR STOCK OF
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**SILK
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Opposite Queen's Theatre.

GENERAL NOTICES**HONG KONG GENERAL CHAMBER OF COMMERCE**

THE ANNUAL GENERAL MEETING of Members will be held in the old Chamber of Commerce Room, City Hall, on MONDAY, MARCH 31, 1930, at 4.30 p.m. for the following purposes:—

- (1) To receive the Report and Accounts of the Committee for the year ended December 31, 1929.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,
E. R. PRICE,
Acting Secretary.
Hong Kong, March 20, 1930.

NOTICE OF REMOVAL

ON and after MARCH 30th our address will be:—
REISS, MASSEY & CO., LTD.,
Mercantile Bank Building
(1st Floor),
7, Queen's Road, Central.

REISS, MASSEY & CO., LTD.,
Hong Kong.

NOTICE OF REMOVAL

ON and after MARCH 30th our address will be:—
NEW ZEALAND INSURANCE CO., LIMITED.
Mercantile Bank Building
(1st Floor),
7, Queen's Road, Central.

Agents:—
REISS, MASSEY & CO., LTD.,
Hong Kong.

IMPORTANT NOTICE.

On and after MARCH 31st, 1930,
the Offices of the
GREEN ISLAND CEMENT CO., LTD.
will be situated on the
Second Floor
EXCHANGE BUILDING.

Telephones:—
General Office C. 1463.
Secretary's Office C. 3613.

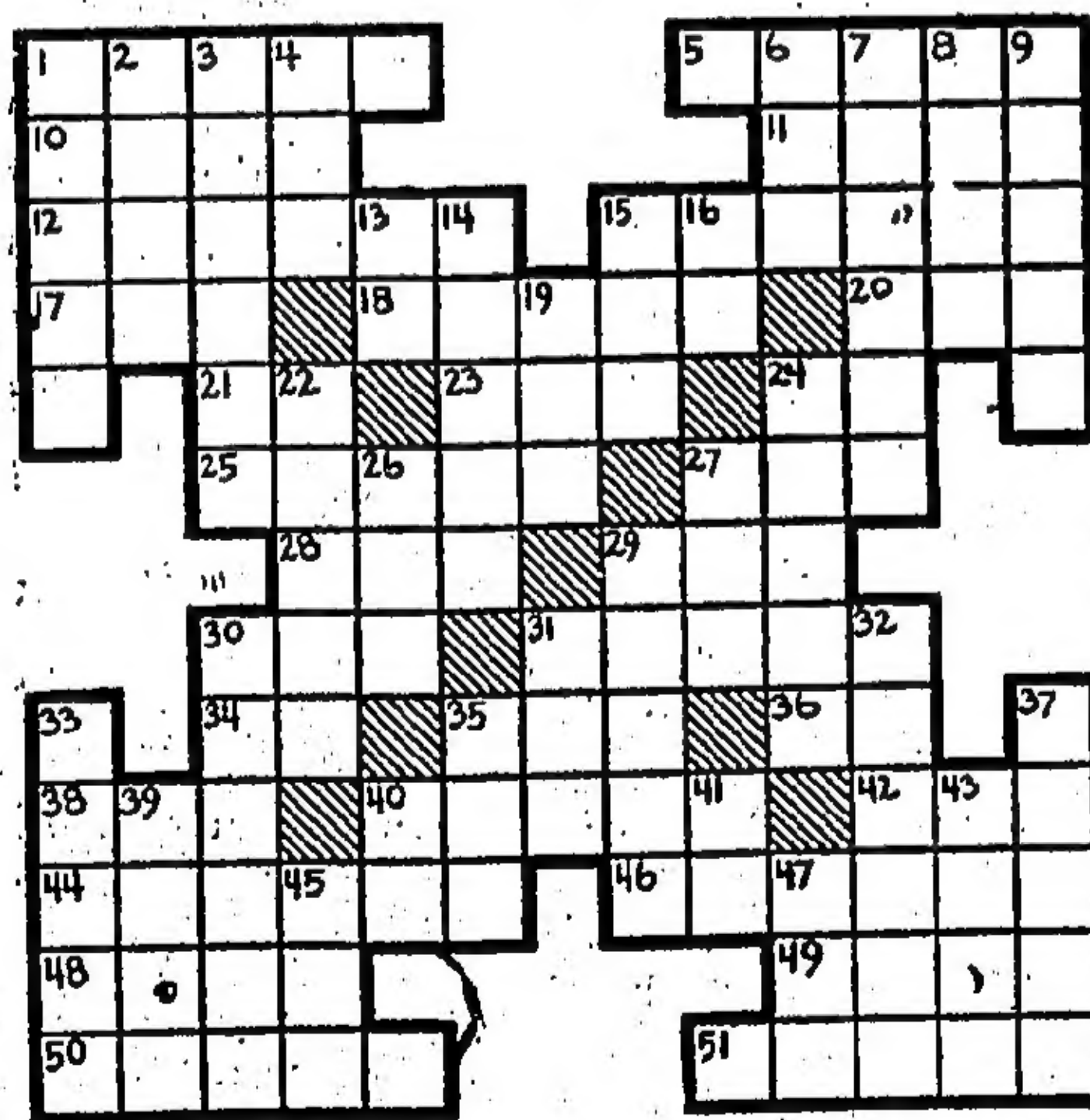
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Successor to
the late SIEN TING,
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TERMS VERY MODERATE
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)

**HORIZONTAL**

- 1-A Hebrew month
- 2-Complete
- 3-Above zero
- 4-Medical plant
- 5-Shrub (pl.)
- 6-The end
- 7-To hang back
- 8-Pungent
- 9-A half-sob
- 10-A printer's measure
- 11-Ornament
- 12-A musical note
- 13-The ankle bone
- 14-A former French coat
- 15-Dealers
- 16-An intervening note
- 17-Palestine
- 18-Decorative of silver
- 19-Chemical element
- 20-A common name

HORIZONTAL (Cont.)

- 21-Debate
- 22-To make by tanning
- 23-A river of Germany
- 24-A motor
- 25-Greek god of love
- 26-An eagle
- 27-A closed car
- 28-A Turkish governor

VERTICAL

- 1-Charm
- 2-Girl's name
- 3-A financial state
- 4-ment
- 5-Chemical suffix
- 6-A color
- 7-A mountain range
- 8-between Turkistan and Mongolia
- 9-A part of a drama
- 10-A city of S.W. New Hampshire
- 11-A mythical sun-god

VERTICAL (Cont.)

- 12-To spy upon
- 13-A species of pine
- 14-N. W. State of U. S. (abbr.)
- 15-Residence (abbr.)
- 16-The cheek-bone
- 17-Poultry in general
- 18-A part of the face
- 19-To cry convulsively
- 20-Hazy
- 21-Musical composer of Faust
- 22-A fruit
- 23-Whole
- 24-Prefix—before
- 25-To control
- 26-A female horse
- 27-Prefix. Of
- 28-Half an em
- 29-Girl's name
- 30-United States of America (abbr.)
- 31-A precious stone

FIRE SEQUEL**Fate of a Widow and Son****COULD HAVE ESCAPED**

At the Kowloon Magistracy yesterday Mr. T. S. Whyte-Smith and a Coroner's jury held an inquiry into the death of a Chinese widow and her nine years old son who perished in a fire which broke out at 106, Shanghai Street, Yau-mati, on March 18.

A woman gave evidence that there was no gunpowder on the floor, but about 100 packets of crackers were stored in a glass case. The dead woman's daughter said that she was aroused by shouts and taking her little sister by the hand they rushed up to the top floor and escaped by crossing to the adjoining house. She did not think that her mother and brother would have had any difficulty in escaping the same way.

According to Mr. C. Saunders, Officer in charge of the Kowloon Fire Brigade, Station Officer Woollard and a party of firemen rescued three or four people from the roof of the burning building, and, as nobody else was reported missing, it was thought that all the inmates had escaped. It was not until 6 a.m., when the debris was being removed, that the bodies were found on the first floor verandah.

The jury returned a verdict of "Death by Misadventure."

HELENA MAY**Programme for Concert on April 3**

The following is the programme for the Pianoforte Recital by Mr. Harry Ore, kindly assisted by Miss Winifred Henderson (dancing), on April 3 at 5.30 p.m.:—
1.—22 Variations in C Minor, Beethoven.
2.—Dance Solo, "The Autumn", Music by Chaminade.
3.—Second Sonata, Chopin.
(a) Grave—Doppio movimento.
(b) Scherzo.
(c) Marche Funebre.
(d) Presto.
4.—Bela's Feast, Sibellus.
(a) Oriental Procession.
(b) Solitude.
(c) Night Music.
(d) Klara's Dance.
5.—Pathetic Etude, Scriabin.
6.—Operatic Dance Solo, "Love's Joy", Music by Kreisler.
7.—Second Hungarian Rhapsody, Liszt.

Sir Alfred Fripp, Surgeon-in-Ordinary to the King and to the Duke of Connaught, has died at the age of 64.

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A literally "burning" question—that of the increased number of fires in the Colony during 1929, as compared with previous years,—was referred to at the Hong Kong Fire Insurance Company meeting held during the week. As a result, it was said, the year had been a lean one for fire insurance companies, and the current year's outturn would probably show a decrease. However, there had lately been a slight improvement shown, and there was ground for optimism as to the future. The proceedings are fully reported in the OVERLAND CHINA MAIL.

A sensational seizure of poison gas and dum-dum bullets, shipped by Nanking to Yunnan for use in a campaign against Kwangsi, was made in Haiphong. It is understood that the matter will be brought before the League of Nations by the Governor of Indo-China. The full and exclusive story of the affair appears in the current OVERLAND CHINA MAIL.

Stardingly frank criticisms of British commercial air services, and particularly the Imperial Airways, are contained in the course of an exclusive interview with the pilot of Mr. Van Lear Black's Fokker round-the-world plane. The OVERLAND CHINA MAIL reproduces the interview in full.

The sensational escape of Mr. Hui Hau-yak and a friend from the hands of pirates who captured them aboard the Dell Maru last September, and their dramatic arrival in Hong Kong, is also chronicled in the OVERLAND CHINA MAIL, which, in addition, carries a full story of the trial of two men for conspiracy with the pirates in negotiations to effect the ransom of the captives, which trial was concluded at the Criminal Sessions only a few days before Mr. Hui's dramatic return.

The growth of educational facilities in the Colony, including the only complete account of the opening of the new home of the St. Stephen's College at Stanley, and also the presentation of prizes at St. Paul's College and the Central British School, also appear in the OVERLAND CHINA MAIL. Sports reports contributed by experts, including the Second Extra Race Meeting, the final of the Sunday Herald Football Cup, and the University Sports, are a feature of the new issue of the OVERLAND CHINA MAIL.

The OVERLAND CHINA MAIL also deals with the latest developments in the Northern situation, and the growing threat of war in this troubled area.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in Hong Kong, Australia, and Canada testify to the keen other parts of the world frequently pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail". The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the month of time the "Overland China Mail" has become the only weekly news budget which has a coloured pictorial supplement with local photographs. It is made just to suit requirements, as it has done whatever in Hong Kong, and has many letters from Home, Australia, and elsewhere.

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$2.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest at all in Hong Kong, and has many letters from Home, Australia, and elsewhere.

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* S.S. "FIUME"	Mar. 26	Apr. 26
S.S. "VENEZIA"	Apr. 2	May 11

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* CHICHIBU MARU	Friday, 4th April	
* Maiden Voyage from Yokohama.		
TATSUTA MARU	Monday, 14th April	
SEATTLE, VICTORIA via Shanghai & Japan Ports	MISHIMA MARU	Friday, 4th April
SIBERIA MARU	Saturday, 19th April	
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez	KATORI MARU	Saturday, 5th April
ATSUTA MARU	Saturday, 19th April	
SYDNEY & MELBOURNE via Manila & Ports	AKI MARU	Wednesday, 23rd April
KAGA MARU	Wednesday, 21st May	
BOMBAY via Singapore, Penang, & Colombo	* KUROUME MARU	Monday, 31st May
AWA MARU	Friday, 11th April	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama	GINYO MARU	Saturday, 5th April
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports	KANAGAWA MARU	Saturday, 5th April
NEW YORK, BOSTON via Panama	TOBA MARU	Thursday, 3rd April
LISBON MARU	Wednesday, 10th April	
LIVERPOOL via Port Said, Constantinople, Genoa	LIMA MARU	Monday, 14th April
CALCUTTA via Singapore, Penang & Rangoon	* AKITA MARU	Sunday, 30th March
SHANGHAI, KOBE & YOKOHAMA	TAMBA MARU	Sunday, 30th March
HAKONE MARU	Monday, 31st March	
SUWA MARU	Monday, 14th April	

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore	Colombo, Suez and Port Said	Monday, 21st April
ALASKA MARU	Monday, 21st April	
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town	Buenos Aires Maru	Friday, 25th April
SANTOS MARU	Tuesday, 20th May	
BOMBAY—Via Singapore & Colombo	HEINAN MARU	Friday, 4th April
SHUNGO MARU (Calls at Saigon)	Monday, 7th April	
BURMA MARU	Saturday, 10th April	
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo	CANADA MARU	Monday, 31st March
CALCUTTA—Via Singapore, Penang & Rangoon	TACOMA MARU	Friday, 14th April
BORNEO MARU	Friday, 14th April	
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai	ARIZONA MARU (from S'hai)	Tuesday, 15th April
MELBOURNE—Via Manila, Brisbane & Sydney	MADRAS MARU	Monday, 7th April
HAIPHONG—Via Hanoi & Pakhoi	MENADO MARU	Thursday, 3rd April, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama	HAYRE MARU	Friday, 4th April
JAPAN PORTS	INDUS MARU	Sunday, 30th March
KINE MARU	Friday, 4th April	
KASADO MARU	Tuesday, 8th April	
BATAVIA MARU	Thursday, 10th April	
KEELUNG—Via Swatow & Amoy	CANTON MARU	Sunday, 30th March, Noon
HOZAN MARU	Sunday, 6th April, Noon	
TAKAO—Via SWATOW & AMOY	TAKAO & KEELUNG	Thursday, 10th April

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COMMERCIAL DEVELOPMENTS OF HAMBURG

LOW EXPORTS

Hamburg is the leading commercial centre and the largest seaport of Germany, and is indeed one of the most important seaports of the world. It owes its great importance to its favourable geographical situation on the Elbe. The lower reach of this river forms its link with the ocean highways of the globe and is accessible to the biggest sea-going vessels, whilst the upper reaches connect the port of Hamburg with the extensive network of canals and other inland waterways that intersect Central and Eastern Germany in all directions. Hence, Hamburg has also become one of the principal river harbours and railroad junctions of the country.

The greater part of the area covered by the port forms the Free Harbour and is, as such, outside the German Customs Union. The various harbour basins freely admit the tide and there are no locks, etc., to shut them off from the river. The port of Hamburg extends over an area of about 10,000 acres, 60 per cent. of which is land, whilst the remaining 40 per cent. are water. The total water frontage has a length of 105 miles, including about 30 miles provided with quay walls.

The transit sheds in the older parts of the harbour are open, those in the modern parts are closed. Roads and railways sidings lead right up to them. There are portable electric cranes on the water side and stationary slewing cranes on the land side, apart from an abundant supply of other mechanical devices for the rapid handling of the incoming and outgoing cargoes. There are 87 transit sheds altogether, their total length being 12 miles, whilst the roofed-in space available for accommodating the goods covers about 175 acres.

Warehouse Accommodation

The warehouses are intended for the storage of goods for longer periods of time and comprise about 200 acres of warehousing surface.

There are about 2,000 mechanical hoisting devices in the various parts of the harbour. They include, among others, 10 cranes for lifting capacities being: one each of 150, 175, and 50 tons, four of 30 tons, one of 20 tons, and two of 10 tons capacity. Still more powerful are the two of the cranes owned by the shipbuilding firms domiciled in the harbour, viz., the 250-ton crane of Messrs. Blohm and Voss, and the 200-ton crane of the Vulcan Shipbuilding Yard. The floating cranes include one of 150, one of 30 and one of 15 tons lifting capacity, whilst 22 elevators are available for the transshipment of grain.

The whole area of the port is intersected by a network of railroad tracks which are in direct connection with the main lines converging upon Hamburg. The total length of these tracks is 228 miles. A considerable part of the harbour area is set aside for the needs of industry. The industries domiciled in the port may be roughly divided as follows: (1) The shipbuilding industry and allied industries (e.g., marine engineering works, metal foundries, sail-making establishments, factories for paints and colours); (2) the finishing industry (e.g., chemical works, oil works, printing establishments, artificial manure factories, copper-smelting work, etc.); (3) miscellaneous works.

At the close of 1928 the number of vessels registered in Hamburg was 1,597. Their aggregate tonnage was 2,017,346 gross reg. tons, equal to more than 50 per cent. of the total merchant tonnage owned by Germany.

At the same time the number of regular services to all parts of the globe was 209, divided as follows: to extra-European ports 118, to European ports 91. 56 of the extra-European services were maintained by vessels flying the German flag, in addition to which there were six services in which the German flag participated. There were 66 lines serving American ports, 81 serving African ports, 26 serving Asiatic ports, and five serving Australian ports. Regular calls are made by the vessels engaged in these services at all the important seaports of the world.

As early as 1928 the movement of ships in the port of Hamburg exceeded the pre-war figures (15,074 vessels aggregating 14,185,496 GRT). Since then there has been further steady progress, the figures recorded for 1928 being 17,257 vessels aggregating 21,202,336 tons.

Imports and Exports.

In 1913 the share of the German flag in the shipping traffic of Hamburg was 60.7 per cent. After the war the percentage, of course, was but slight, owing to the loss of the German-owned tonnage. The figure for 1921 was 20 per cent, and that for 1928 was 44.3 per cent. The sea-borne imports of Hamburg in 1928 totalled 17,400,000 tons and the sea-borne exports 9,100,000 tons. Compared with 1913 these figures represent but a small increase (imports 16,500,000 tons; exports 8,900,000 tons); but Hamburg does not stand alone in this respect, it being a fact that the increase of the merchandise traffic everywhere has failed to keep up with that of the shipping traffic.

COASTAL SHIPPING

Latest Changes in Personnel

Captain J. R. Shearer, of the Szechuen, has retired.

Captain W. L. Shinn, of the Changchow, is on reserve.

Mr. W. G. Lator, chief officer, Tungchow, has gone master, Changchow.

Captain J. W. Tinson, of the Sinking, has gone master, Tsinan.

Captain C. Carrington, of the Wanliu, has gone master, Chinkiang.

Mr. P. Jenkins, second officer, Sinking, has gone acting master, same ship.

Mr. W. Hood, second officer, Linan, has gone second officer, Sinking.

Mr. J. Binnie, second officer, Anking, has gone second officer, Kwangchow.

Mr. F. E. Noyon, second officer, Kwangchow, has gone second officer, Nanning.

Mr. E. M. Foster, second officer, Nanning, has gone second officer, Ningpo.

Captain W. T. Paul, from reserve, has gone master, Szechuen.

Captain E. H. Jones, from reserve, has gone master, Sinking.

Mr. D. C. Sim, second officer, Soochow, has gone second officer, Yunnan.

Mr. W. J. Jones, second officer, Tungchow, has gone second officer, Soochow.

Mr. A. H. Mills, chief officer, Wanliu, has gone chief officer, Yunnan.

Captain H. T. S. Pellew, of the Loongwo, is on reserve.

Captain N. Cook, from reserve, has gone master, Loongwo.

Captain A. Sinclair, of the Tungwo, has gone master, Mingsang.

Captain W. Noon, of the Tseangshai, is on reserve.

Captain C. S. Scott has been appointed master, St. Sampson.

Mr. G. W. Clark, chief engineer officer, Fengtien, has gone chief engineer officer, Shantung.

Mr. T. R. Pringle, from reserve, has gone chief engineer officer, Fengtien.

Mr. W. J. Sprinall, second engineer officer, Changsha, is on home leave.

Mr. K. E. Wilson, third engineer officer, C. N. Co., has resigned.

Mr. D. H. Davidson, third engineer officer, Wantung, has gone third engineer officer, Tean.

Mr. G. R. Wensley, third engineer officer, Tean, has gone third engineer officer, Wantung.

Mr. H. A. Morrison, chief engineer officer, Wantung, has gone chief engineer officer, Yunnan.

Mr. R. T. Maddison, from reserve, has gone chief engineer officer, Wanliu.

Mr. F. C. McNaughton, third engineer officer, Newchwang, has gone third engineer officer, Huichow.

Mr. F. C. Crone, third engineer officer, Huichow, is on reserve.

Mr. W. Crosbie, chief engineer officer, Luenho, has retired.

Mr. W. Deuchars, second engineer officer, Luenho, has gone acting chief engineer officer, same ship.

Mr. J. Feeny, from reserve, has gone second engineer officer, Luenho.

Mr. J. MacDonald, third engineer officer, Fooching, is on reserve.

Mr. T. Hauger, from reserve, has gone chief engineer officer, Fuhwo.

Mr. A. Buntain, chief engineer officer, Fuhwo, has gone chief engineer officer, Pingwo.

Mr. I. S. Holmes, chief engineer officer, Pingwo, is on reserve.

MOVEMENTS OF STEAMERS

The B.I. s.s. Takada will leave Amoy for this port on March 23, p.m., and is due here on March 30, p.m.

The C.P.S. R.M.S. Empress of Russia arrived at Nagasaki on March 26 (Wed.) at 4 p.m., left Nagasaki on March 27 (Thurs.) at 7 a.m., and is due at Shanghai on March 28 (Fri.) at 1 p.m. She leaves Shanghai on March 29 (Sat.) at 4:30 a.m.

The passengers on the P.S.N.C. liner Droya, which left Liverpool recently, included Pay Commander J. Costa, of the Chilean Navy, who after spending three years in London on a Chilean Navy Commission, is returning to his home. Mr. J. Marchant, of the Chilean Navy, is also returning to his home. The passengers on the P.S.N.C. liner Droya, which left Liverpool recently, included Pay Commander J. Costa, of the Chilean Navy, who after spending three years in London on a Chilean Navy Commission, is returning to his home. Mr. J. Marchant, of the Chilean Navy, is also returning to his home.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

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No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 11th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.
Hong Kong, 25th March, 1930.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, 1930, will be subject to rent. All claims against the steamer must be presented to the undersigned on or before the 15th April, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 25th March, 1930.

WARSHIPS IN PORT

British warships in port this morning were:—

In Basin of R.N. Dockyard: Tamar, Bridgewater, Herald, Iroquois, Scamew.

North Arm: Spedy, Sandwich.

In Dock: Moth.

No. 6 Buoy: Suffolk.

Foreign men-o-war in port were:—

U.S. gunboat Mindanao.

Portuguese Cruiser Adamastor.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. "Fiume-L" are reminded to take delivery of their goods which will be subject to rent after March 31.

Consignees of cargo ex s.s. "Bennevis" are reminded to take delivery of their goods which will be subject to rent after April 1.

Consignees of cargo ex s.s. "Bengie" are reminded to take delivery of their goods which will be subject to rent after April 3.

"Tacoma Star" are reminded to take subject to rent after April 3.

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TO MANILA	TO THE PACIFIC COAST
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E/ASIA ... 5 P.M. Apr. 18th	E/ASIA ... April 30th

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SUN.	30th	MARCH	
FRI.	4th	APRIL	20th
WED.	9th	FRI.	25th
TUES.	15th	WED.	30th

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S.S. "TAI MING" [849 tons—Capt. G. J. Spink]

FRI. 28th MARCH

WED. 2nd APRIL

MON. 7th WED. 23rd

SUN. 13th MON. 28th

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Steamers	Due Hong Kong	Due to Sail
CHANGTE ...	11th April	18th April
TAIPING ...	13th May	20th May
CHANGTE ...	10th June	17th June
TAIPING ...	11th July	18th July

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S.S. "CITY OF PERIN" ... London, Rotterdam, & Hamburg ... 9th May.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF EVANSVILLE" ... 15th May.

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RAWALPINDI	16,619	29th Mar. 1930	Bombay, Marseilles & London.
MALWA	10,980	12th Apr. Noon	Marseilles & London.
*MIRZAPUR	6,715	23rd Apr.	Straits, Colombo & Bombay.
RAJPUTANA	10,908	29th Apr.	Bombay, Marseilles & London.
*BELTANA	6,715	3rd May	Marseilles & London.
KASHGAR	9,005	10th May	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	1st Apr.	Singapore, Penang & Calcutta.
*TAKADA	9,649	1st Apr.	Singapore, Penang & Calcutta.
*TALMA	10,000	15th Apr.	Singapore, Penang & Calcutta.
SHIRALA	7,841	29th Apr.	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	4th Apr.	Manila, Sandakan, Thursday Island,
NELLORE	6,853	2nd May	Townsville, Brisbane, Sydney &
TANDA	6,956		Melbourne.

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
ducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Ernnch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RAJPUTANA	16,568	28th Mar. 10 a.m.	Shanghai, Kobe & Yokohama.
SHIRALA	7,841	6th Apr.	Amoy, S'hai, Moji, Kobe & Osaka.
*BELTANA	6,715	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
*KHYBER	9,114	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	11th Apr.	Shanghai, Moji, Kobe & Yokohama.
KHIDDERPORE	5,334	18th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKLIWA	7,030	18th Apr.	Amoy, Moji, Kobe & Osaka.
MANTUA	10,946	25th Apr.	Shanghai, Moji, Kobe & Yokohama.
TLAWA	10,000	28th Apr.	Amoy, Moji, Kobe & Osaka.
*LAHORE	5,304	6th May	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,136	9th May	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Not carrying passengers.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:—

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Shipping Office: 44, Connaught Road Central, Hong Kong. Tel. Central 24, 25.
Business hours: 10 a.m. to 5 p.m.

UNDER FIRE

American Ships on Yangtze

Peking, Yesterday.
Another miniature battle be-
tween Chinese and Americans oc-
curred on the Upper Yangtze,
when four hundred soldiers, bear-
ing red banners with a white sun on
them, heavily fired on the Yang-
tze Rapids steamer Ifeng.

The American guards returned
the fire, and it is estimated that
seven hundred shots were fired in
all.

One U.S. enlisted man was
wounded. The Chinese soldiers
sustained a number of casualties.—
Reuter.

[On March 14 Chinese soldiers
on the Upper Yangtze fired on the
American vessels Chipping and Ifeng.
The guards fired back effectively.
Among the wounded was Lieuten-
ant C. M. Winslow, U. S. N.]

PASSENGER LISTS

ARRIVALS

Per s.s. Mishima Maru from
Shanghai, on March 26:—
Max Basker, Mrs. Chiyu
Hasegawa, Peter G. Klaverson,
Mrs. Jonny Van L. Klaverson, Peter
Van Klaverson, Miss Eileen Sarah
English, Miss Inice Violet Presheo,
Ralph L. Phillips, Master Robert
Wesley Phillips, Miss Betty
Turner.

DEPARTURES

Per s.s. Tango Maru for Aus-
tralia on March 26:—
K. Satoh, Mr. and Mrs. F.
Aragaki, Mr. and Mrs. T.
Hirazawa, Miss Y. Hirazawa,
Master Y. Hirazawa, Miss J.
Hirazawa, de Galember, Miss
Louise Frezouls, R. Lock, Miss M.
Macleod, Miss A. Macleod, Miss
L. M. Pritchard, F. J. Flander,
Mrs. Mary A. Tricks, S. Banno,
Mrs. Ida Cook, Capt. and Mrs.
E. V. Harcourt, Mrs. S. Nambu,
Mr. and Mrs. F. Bitzer, W.
Kojima, W. MacLean, S. Hosoda,
Mrs. M. Kobayashi, Mr. and Mrs.
Sun, Mrs. C. Ishibashi, Go Ki, T.
Kobayashi, N. Takahashi, T.
Shimizu, E. Fukumoto, Mrs. W.
Read, Mrs. H. Nishimoto.

Per s.s. Tanyo Maru for Manila
on March 26:—
S. Kinoshita, T. Hamano, Max
Basker, Mr. and Mrs. Max Basker,
Mr. and Mrs. Saint Martin, J. H.
Dulul, D. Iwanaga, A. Sierra, R.
Renteria.

Mr. John Allsop, assistant man-
ager of the Royal Mail Steam
Packet Co. left for New York in
the White Star liner Majestic, to
take up the position of president of
Messrs. Sanderson and Sons, New
York.

January's revenue from harbour
dues on sea-going vessels at Rot-
terdam amounts to 456,056, gld.
(last year 403,201 gld.), in addition
to which 259,192 (249,647) gld. were
received in dues from rivercraft.

Coxswain James Wickham of the
Rossiars lifeboat (Co. Wexford),
has received a bar to his silver
medal, and a bronze medal has been
awarded to W. Moncas, for their
rescue of the crew of the schooner
Mount Blairy, of Plymouth.

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S.S. "UMZUMBI"Sails from Calcutta on or about 10th May.

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Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Jefferson Tues., Apr. 8 Pres. McKinley Tues., Apr. 1, 9

Pres. Lincoln Tues., Apr. 22 Pres. Grant Tues., Apr. 15

Pres. Madison Tues., May 6 Pres. Cleveland Tues., Apr. 29

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United States and Canada. Liberal stop-over privileges for

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ROUND THE WORLD.

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Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York

and Boston.

Pres. Van Buren Sun. Apr. 6, 8 Pres. Polk Sun. May 1, 8

Pres. Garfield Sun. Apr. 20, 8 Pres. Adams Sun. May 16, 8

TO MANILA

Pres. Jefferson Mar. 29 6 p.m. Pres. Lincoln Apr. 12 6 p.m.

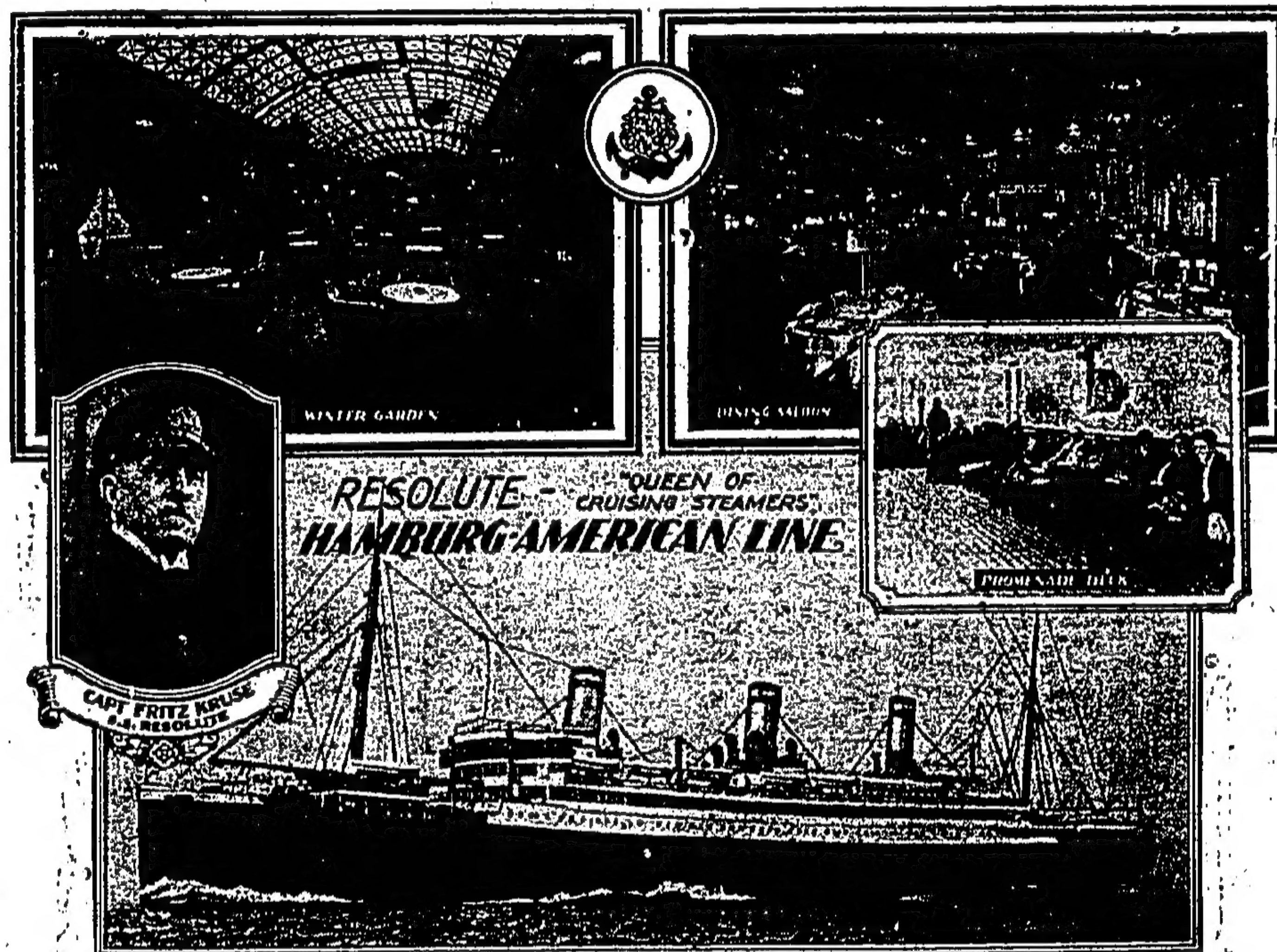
Pres. Grant Apr. 8 6 p.m. Pres. Cleveland Apr. 22 6 p.m.

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Nagasaki, Beppu, Miyajima, Inland Sea of Japan, Kobe (Kyoto—Cherry Blossom Dance—Nara), Yokohama (Tokyo, Nikko, Kama-
kura), Honolulu, Hilo (Volcano of Kilauea), San Francisco, Los Angeles, Balboa (Panama City), Colon, Havana, New York.

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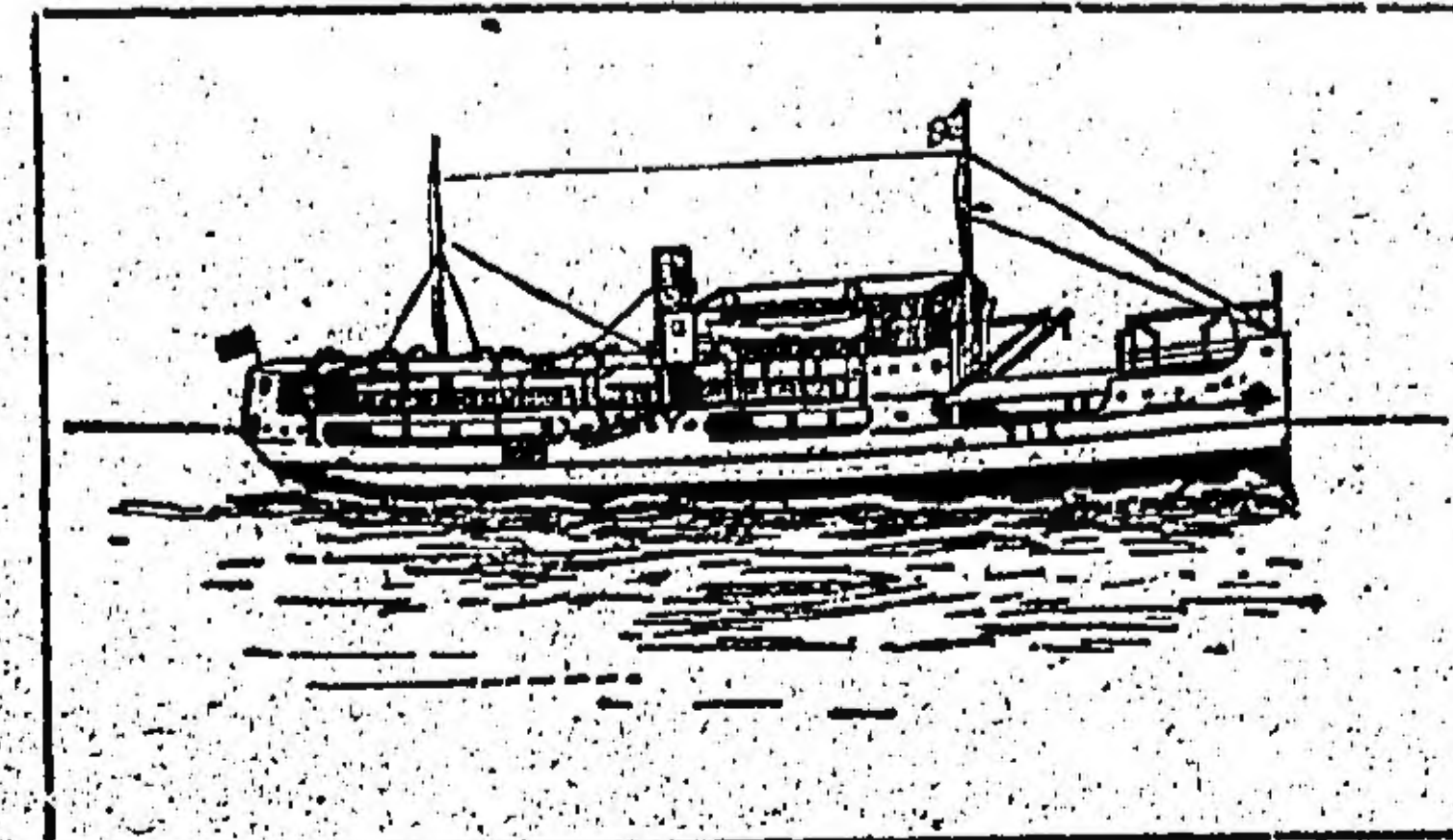
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ways. The
dimensions
of No. 1
Dock are
700 ft. x
26 ft. x 33
ft.



M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" R.P.
x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; R.H.P. 360; Speed 10½ knots. Buft
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LINEN EMBROIDERIES.
DEALERS IN SILK UNDERWEAR, SHAWLS,
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HAVE REMOVED TO

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**The NEW**
Dance Music by the
BEST Dance Orchestras

Here's how to put sparkle and cheer into the nights you spend at home this month! Buy yourself a flock of bright new Victor Dance Records and play them on your Victor Radio Electrola! You'll forget every care you ever had! There's a wide variety of dance records to select from this month. For instance, Nat Shilkret and the Victor Orchestra have just made a couple of thrilling hits from that incomparable talking picture, "The Rogues Song." Leo Reisman and His Orchestra, whom Paul Whiteman once declared to have "the sweetest sax section in the world," offer a pair of tuneful fox trots from the London Revue, "Wake Up and Dream!" There's not a record on the list that won't make you want to get up and dance! Hear all of them at our store!

The Rogues Song—Fox Trot NAT SHILKRET AND THE
When I'm Looking at You—Fox Trot VICTOR ORCHESTRA
No. 22525, 10-inchWhat Is This Thing Called Love—Fox Trot
She's Such a Comfort to Me—Fox Trot
LEO REISMAN AND HIS ORCHESTRA
No. 22522, 10-inchAlma Mummy—Fox Trot
Navy Blues—Fox Trot
WAKING'S PENNSYLVANIANS
No. 22524, 10-inchNina Ross—Fox Trot
My First Love—My Last Love—Fox Trot
VICTOR ARDEN-PHIL OHMAN AND THEIR ORCHESTRA
No. 22525, 10-inchKeep Your Undershirt On—Fox Trot
BEN POLLOCK AND HIS PARK CENTRAL ORCHESTRA
No. 22527, 10-inchWhat Would I Care?—Fox Trot THE HIGH HATTES
Cross Your Fingers—Fox Trot NAT SHILKRET AND THE
May I Say "I Love You"—Fox Trot VICTOR ORCHESTRA
No. 22526, 10-inchWrapped in a Red, Red Rose—Fox Trot
Put a Little Salt on the Bluebird's Tail—Fox Trot
WAYNE KING AND HIS ORCHESTRA
No. 22524, 10-inchUnder a Texas Moon—Fox Trot TED FLORITO AND HIS ORCHESTRA
I'd Like to Be a Gypsy—Fox Trot
BEN POLLOCK AND HIS PARK CENTRAL ORCHESTRA
No. 22524, 10-inchGypsy Dream Rose—Fox Trot RUDY VALLER AND HIS
M-A-R-Y I Love Y-O-U—Fox Trot CONNECTICUT YANKEES
No. 22521, 10-inchShould I?—Fox Trot VICTOR ARDEN-PHIL OHMAN AND THEIR ORCHESTRA
A Bundle of Old Love Letters—Waltz THE HIGH HATTES
No. 22524, 10-inchMona—Fox Trot GEORGE OLSEN
I'm On a Diet of Love—Fox Trot AND HIS MUSIC
No. 22529, 10-inchMolly—Waltz TED FLORITO AND HIS ORCHESTRA
Alone in the Rain—Fox Trot COON-SANDERS ORCHESTRA
No. 22524, 10-inchThat's Why I'm Jealous of You—Fox Trot
Kiss Me My Sweetheart—Fox Trot JOHNNY JOHNSON AND HIS ORCHESTRA
No. 22526, 10-inchUntil Love Comes Along—Fox Trot
NAT SHILKRET AND THE VICTOR ORCHESTRA
Hello Baby—Fox Trot WAKING'S PENNSYLVANIANS
No. 22524, 10-inchHave a Little Faith in Me—Fox Trot WAKING'S
Cryin' for the Carolines—Fox Trot PENNSYLVANIANS
No. 22527, 10-inchSometimes I'm Happy—Fox Trot
ROGER WOLFE KAHN AND HIS ORCHESTRA
Hallelujah!—Fox Trot NAT SHILKRET AND THE VICTOR ORCHESTRA
No. 22529, 10-inch**S. MOUTRIE & CO., LTD.**(Victor Distributors).
Chater Road.**WHITEAWAYS****AFTER STOCKTAKING SALE****SPECIAL CLEARANCE**

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Sizes.**SPECIAL
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Hong Kong, Thursday, March 27, 1930.

RUSSIA TO-DAY.One of the most impressive
figures in Russian history is the
Tsar, Peter the Great, who by
methods which often savoured of
Asiatic despotism and ruthlessness,
brought into his backward
country at least some of the ex-
ternal signs of Western civilisa-
tion and technical progress. Peter,
a restless giant in physical
stature as well as in his recon-
struction plans, was continually
hurrying from one end of his vast
realm to another, ordering new
projects to be executed almost
before he had conceived them, and
always leaving in his trail a
series of orders threatening with
the most dire consequences any-
one who might disobey or fail to
carry out his commands.Russia to-day is passing
through a phase of ruthless,
vigorous, sweeping innovation
which is not unlike that of Peter
the Great. The Bolshevik effort
at reconstructing society affects,
to be sure, a vastly larger num-
ber of people than were or could
be touched by Peter's changes.
But in the prescription of penalti-
es for all who obstruct or fail to
co-operate actively with the
work of Socialist reconstruction,
Russia's Communist rulers are
following closely in Peter's foot-
steps. One recent law, a
draconian decree, establishes a
maximum punishment of five
years' imprisonment for persons
found guilty of systematically
manufacturing and selling goods
that are of poor quality. The pur-
pose of this law is, of course, to
raise the standard of goods avail-
able, and it is likely to be greeted
with a sigh of relief by Russianconsumers. The prospects for
the efficiency of the law, however,
may be somewhat clouded by the
fact that its strict enforcement
would place an unduly large
number of persons behind prison
bars, whose sole offence was that
of making or selling something
that was not of the very finest
quality. What would happen in
any other country under such a
regulation?Other laws which are being
hastily worked out hold to
criminal responsibility the officials
in the State lumber trusts who
fail to carry out the promised
programmes of production, and
make it a legal offence for pe-
asants to destroy their young
cattle. This last practice has
been especially prevalent among
peasants who enter the collective
farms. Some of the laws, in fact,
closely resemble the stringent re-
gulations enforced under the
Defence of Realm Act in Great
Britain during the War.The Supreme Economic Council,
the body which directs the State
industries, has issued between
500 and 600 orders, most of them
peremptory and some of them
threatening in tone, during the
first three months of the Russian
business year. Some time ago the
Soviet Government promulgated a
decree prescribing a 85 per cent.
increase in the harvest yield per
acre during the next five years. It
remains to be seen whether
drastic legislation will prove a
stimulant to economic progress
in Russia, or whether the Com-
munist leaders will find, as did
Peter the Great, that some of the
difficulties with which Russia is
confronted are rooted in objec-
tive circumstances which lie out-
side the sphere of legislation.**News in Brief**Convicted on a charge of the
theft of an overcoat from a student
in Laichikok Road, an unemployed
Chinese was at the Kowloon Magis-
tracy this morning sentenced to one
month's hard labour.A first class tailoring establish-
ment has been added to the Colony's
sartorial business under the name
of Brown, which is on the second
floor of Rutton Building, Duddell
Street. Brown guarantees style
and quality.When a Chinese, 30 years of age,
was at the Kowloon Magistracy this
morning charged with the unlawful
possession of a bottle of Martell's
brandy, from the M. M. D'Aragnan,
he stated that a sailor on the ship
had given it to him free. A fine of
\$10 with the option of 14 days' jail
was imposed.Under the chairmanship of Sir
Arnold T. Wilson, a committee has
been formed representing twelve
societies for the purpose of building
a London Palace of the Orient, an
industry.**"AND SO TO BED"****Matinee Performance**
a Success**APPRECIATIVE AUDIENCE**Yesterday's matinee of "And So
To Bed" by the A.D.C. attracted a
splendid house, there being gen-
eral appreciation of the company
to cater for the younger genera-
tion—and many of the older who
are reluctant to stay out late for
the theatre.The "amorous rogue," as "Mr.
Pepys," is called by James
Bernard Fagan, was more amorous
and more roguish than ever.
Edmund Gwenn himself would
have been the first to congratulate
W. A. Hannibal on such an ex-
cellent presentation of his charac-
ter. He was admirably supported
by Fay Grossman as "Mrs.
Pepys" and, indeed, by all the
members of the company. Any
who attended in a mere captious
spirit must have been confounded
and put to shame. Few travelling
companies could produce the same
comedy with the same high degree
of skill and artistry.A special word is due to the
scenery, on which the designer
and supervisor, Mr. W. A. Cornell,
A.Q.T., B.A., is to be distinctly
commented. Likewise the ladies
responsible for the majority of the
costumes—Mrs. Hannibal and
Mrs. Slade—deserve special men-
tion. In other respects, too
numerous to mention, success was
achieved, adding in no small mea-
sure to a veritable triumph.The performance will be repeat-
ed to-night, to-morrow night, and
Saturday night, and crowded
houses should be the rule. And
so to bed!**ALOE WOOD THEFT****Quantity Worth \$2,500**
Stolen by CooliesYesterday it was reported in the
China Mail that two coolies who
were entrusted with a quantity of
aloe wood and ginseng, worth
\$2,500, to carry to the Star Ferry
wharf from a shop in Bonham
Strand, absconded with the goods.
The sequel to the case was heard
before Mr. A. W. G. H. Grantham
this morning when Detective In-
spector W. Shannon charged one of
the coolies with larceny as a bailee,
and a second Chinese with receiv-
ing stolen property.**Found in Shop**
Police inquiries resulted in the
stolen wood and ginseng being
found in a shop at 44, Des Voeux
Road West where it had been sold
by the two thieves for \$600. The
master of the shop was arrested
and further investigations led
to one of the coolies being appre-
hended in Wanchai with the \$600,
the proceeds of the sale; in his pos-
session. The other man was not
traced.The Magistrate sentenced both the
thief and the receiver to six months'
hard labour.Clad in pyjamas, boys of Felsted
School, Essex, fought a fire which
destroyed Grignon Hall and eight
of the school class-rooms.**ROUND THE CINEMAS****Mystery Picture Thrill**
Triumph**"THE UNHOLY NIGHT"**Grim spectres, uncanny mystery
in the darkness of a London fog,
screams in the night, and sinis-
ter shadows in an old manor
house, all wound up in one of the
strangest mystery plots the screen
ever seen mark "The Unholy
Night," Ben Hecht's new thriller,
directed by Lionel Barrymore, now
playing at the Queen's Theatre,
as an all-talking production.This new Metro-Goldwyn-Mayer
production shows another side of
the directorial talents of Barry-
more, who, after scoring one of
the dramatic successes of the year
in "Madame X," turns his hand
to the uncanny and supernatural,
evolving the most gripping mys-
tery drama in years.The new picture was adapted
from Hecht's "The Doomed Regi-
ment" and tells the story of a
body of British officers pursued
by an uncanny enemy. The cast
is very elaborate.Ernest Torrence, as the mys-
terious "Dr. Ballou," appears in a
role entirely foreign to this artist,
who is usually seen in unshaven
character and "heavy" roles, and
who in the new play appears as
an immaculately attired psy-
chiatrist, engaged to a British
Peeress, and relentlessly analysing
the overstrained minds of the offi-
cers caught in the meshes of the
strange plot.**"UNDERWORLD"**Hand grenades exploded against
the side of a building.Machine gun fire rattled steadily.
Powerful searchlights mounted on
trucks were swung into position.Squads of men moved grimly for-
ward, firing as they advanced.
An ambulance rolled into the
scene, preceded by a motorcycle
with a machine-gun mounted on its
sidewall.But it is not a war picture.
It is a tense scene for "Under-
world" which was shown at the
Majestic Theatre, last night
for the first time. Ben Hecht's
story of modern crime shows
a battle to the death be-
tween police and gangsters on a
street built for the production at
Paramount's Hollywood studio.The principal roles are played by
George Bancroft, Evelyn Brent,
Clive Brook, Larry Semon and Fred
Kohler. Josef Von Sternberg
directed.**TELL-TALE HAND**Chan San, who has a disfigured
right hand, was found cutting
down trees in a Government plan-
tation at Laichikok. At the Police
Station it was found that he was
a returned banished, being deport-
ed from the Colony in 1928 for a
period of five years, after he had
served three terms for stealing
trees.When he appeared before Mr.
T. S. Whyte-Smith at the Kowloon
Magistracy this morning he was
sentenced to eight months' hard
labour.**MEN, WOMEN, AND AFFAIRS****A Lost Voice: Putting Up With Lloyd George: A Great English Conductor: A Brilliant Young Man:
Lost To Literature: Lord Rothschild's Private Menagerie****Trials of Voicelessness****A FORMER Cambridge Blue** has
lost his voice as the result
of a Rugby football match, not
as he has to point out to every-
one, as a consequence of shout-
ing, but through a blow in the
windpipe.This winded him temporarily,
and later the same evening his
voice began to dwindle until now
it is a husky whisper. This is a
double source of embarrassment.
At a dinner party he found him-
self next a very pretty girl whom
he knew only slightly. If he
made a remark to her it had
either to be so loud that the
whole table could hear it, and in-
cidentally his voice rose to a
squeak, or else he was reduced to
whispering. This looked so in-
timate and affectionate that he found
himself finally forced to keep
silent.**Acquithians**THE Liberal mavericks in this
Parliament are not, as in the
past, Conservatively minded men.
Quite the reverse. They are Ac-
quithians, and always thinking
of the old "an." Nevertheless, their
private vendetta with Mr. Lloyd
George is all their own.
Still, they must have a leader, and
who is there but "L.O.G." in there
as "C.B." might say. Sir John Simon
might very well seem to be the most
out of revolutionary politics at the
moment, for he has more of the Ac-
quith mind and temper than any of
his old colleagues.
Mr. Lloyd George, however, would Mr.
Lloyd George remain a willingsecond? And if he turns unwilling
he is "a very bad horse to go up
to in a loose box."**Sir Henry Wood**
Sir Henry Wood has just celebrat-
ed his 60th birthday, and after a
trip to Egypt and three weeks of
three performances a day in a music-
hall, is as indefatigable as ever.He not only conducts somewhere
nearly every night of his life, but
when he is not conducting frequen-
tly watches other conductors.
Sir Henry is at his happiest when
at his place near Rickmansworth,
Apple Tree Farm. There is an old
barn in his garden into which he
has put a parquet floor and several
windows by his own efforts, for he
is a skilled carpenter, and the walls
are hung with pictures he has him-
self painted.He is certainly the most versatile
of British musicians.**A Conservative Candidate**
MR. Hubert Duggan, son of the
Marchioness Curzon by her first
husband, has been adopted as Con-
servative candidate for the Acton
division of Middlesex.He is one of the brilliant young
men of the party and should go far.
He revels in a tough fight—which is
just as well, for in Acton he has a
constituency which at the General
Election turned a Conservative major-
ity of over 7,000 into a Socialist
gain.An old Etonian, he joined the
Life Guards in 1924, but resigned his
commission two years ago for poli-
tical reasons.He possesses an abundance of fact
and resource, a useful asset for at
the present moment "Acton Conser-
vatives" are having a lively family
disagreement over the constitution
of their local organisation.
Mr. Duggan has already attended
some meetings and has made a very
good impression.**CORRESPONDENCE****RUSSIANS IN COLONY**

[To the Editor, China Mail.]

Sir,—Can you please, through
the columns of your newspaper,
inform me whether there are any
restrictions regarding the entry of
Russians into the Colony, and if
they are in any way enforced?There has of late been a great
influx which to my mind is detri-
mental to the many unemployed
Britons resident here.Anyone aware of the result of
their influx into Shanghai in 1920
and afterwards, will realise that
the matter is of vast importance to
the Colony.

Yours, etc.,

BRITON.

Hong Kong, March 27.

RANDOM REFLECTIONS**FROM THE EXPURGATED
DIARY OF TUCK SUN PAO**

Hong Kong, Yesterday.

My think so it all blong too funny.
Somebody make get little money,
and make buy shares. Five years
he no catchee dividend. That
blong too bad. Then he make go
to company's meeting and again
catchee no dividend. The company
have got money, about \$160,000,
but this money make transfer to
credit new account. This little
shareholder, allee same American
friends talkee, "kick." The Chair-
man he blong velly sorry. He
talkee the "kicking" shareholder
why company make do that fashion.That blong all right. But an-
other director, and he no business
talkee, because the shareholder no
make askee him any keeshuns,
make too much walla-walla. My
think this blong all wrong. Direc-
tors, my think so, who blong plogin
to make look after money blong to
shareholders, must allee time make
give proper answers to shareholders.
All directors catchee fee, and this
fee make come from the money
shareholders make puttee in busi-
ness. Therefore, my think so,
shareholders can make askee
"keeshuns. Directors must make
give proper answers allee same
gent'men.Ah Ya, Hong Kong side blong too
funny, and some gent'men blong too
funny.

My talkee you more to-morrow.

Ten Years Ago[From the "China Mail,"
March 27, 1920.]

To-day's dollar is worth 5/4d.

Club that Bars Chinese:—Sir,
In the course of his speech at the
V.R.C. Championship Billiard
Match last night, Mr. R. H. B.
Mitchell remarked that he was
sure there were many more good
billiard players who did not enter
for the championship. He at-
tributed this fact to Racial Pre-
judice. I am sure Mr. Mitchell is
right. I have experienced that
myself when in 1915 I was put up
to be a member of the V.R.C. by
two well-known members. I was
"blackballed" because I was a Chi-
nese.—Yours etc., J. A. Lam.**Loss to Literature**
THAT Mr. G. Scott-Moncrieff should
have died at so early an age—
he was but little over 40—is most
sad and a serious loss to English
literature.The end was not entirely unex-
pected, for his health had never been
really good since the war, in which
he was severely wounded."Charlie" Scott-Moncrieff had all
the literary diligence of his race, and
was a brilliant contradiction of the
absurd theory that a Scot has no
sense of humour. Indeed, it was
difficult to know when he was seri-
ous and when he was not.In the art of parody he was al-
most incomparable, and he was al-
ready proficient at this when at Win-
chester. So charming was his per-
sonality that he could make even
puns tolerable.He will chiefly be remembered as
a translator of Pirandello and Marcel
Proust.Tuck in a sense is rather a pity,
for had he lived it is more than
probable that he would have achiev-
ed fame as the writer of some fine
original verse.**The Fly-by-Night**LORD Rothschild is a man to be
envied, for he has a private
menagerie on his estate at Tring.
Once he attracted considerable at-
tention by driving a team of zebras.
The other night a kangaroo escap-
ed and wandered at large to the sur-
prise and confusion of those whom
it encountered in the darkness.
Indeed it must have been hard to
put a name to this unfamiliar and in-
credibly leaping monster. That it
was the Evil One himself in his
traditional guise would have been a
pardonable conclusion.
Luckily no one was injured, as
might easily have happened, for kan-
garoo possess a nasty kick, and
often kill the dogs with which they
are hunted in Australia.

NO MAIL FOR MANILA COMMUNISTS

GOVERNMENT ORDER TO STOP LETTERS FROM MOSCOW OFFICIAL SUSPECTED.

Manila, Yesterday. The Philippine Government, through the Bureau of Posts, took the first action to-day against Communism, denying mails to the Proletarian Labour Congress, which is alleged to be connected with the Soviet in Moscow. The order also extends to 20 alleged "Reds," whose personal mail will be confiscated and consigned to the dead letter office. They are threatening Court action to regain their privileges. All are under close police surveillance.

Several letters confiscated by the postal authorities are alleged to show direct connections with Moscow. Also, it is definitely known that the Soviet is sending money to a certain member of the Philippine Legislature for distribution and propaganda.

Governor General Davis is watching the situation closely, but has made no statement.—Reuter.

HOTEL FUNDS

(Continued from Page 1.)

Witness added that he reported the disappearance of the third partner to the Police.

Absconded Man Returns Closely questioned by the Official Receiver as to if he had heard of the missing partner returning to Hong Kong, witness said that some days ago he was told at the Central Police Station that the man had come back. Personally, he had still no idea where the man was. He knew that the missing man had a residence in Hong Kong. The Police had told him that this man's family was now living in Shelley Street.

The Receiver: Then you say that you have nothing at all but the one-sixth share in the land at Ping Chau and \$1,000 in the hotel restaurant?—Nothing else at all.

The three creditors had no further questions to ask.

The Other Partner The case of Tsung Ping-kwong, another partner in the business, was then taken, the same three creditors appearing.

He said that he was now living at 13, Des Voeux Road, Central, second floor. The premises were used in the business of a California merchant.

Witness said that he was one of the partners in the King Edward Hotel. He became a partner on August 6, 1928. He invested \$30,000 of his own money in the business, and \$10,000 which friends advanced him. The whole \$40,000 was invested under his name. He had no documentary proofs to produce.

Asked where he had originally obtained the money, witness said that he had previously been in business in Cuba, where he had lived about three years. He made the money in that time, and returned to Hong Kong in 1923 from that time until he joined the King Edward business he had lived upon his means—that was to say, upon capital he possessed over and above the \$30,000 invested.

Seemed to be Profitable At the time of the Receiver's Order he had no property in Hong Kong. Previously he had made loans from time to time to personal friends amounting to about \$300 in all. He had not lent any money to the other two partners in the business.

As to the capital put into the hotel business he knew that \$80,000 was paid for the business but did not know what capital there was put in excess.

His drawings from the company, in the shape of wages, had been \$800, and the first partners the same. He had not received any cash in the form of profits. The business seemed to be a profitable one.

His Lordship here pointed out that the witness was only in the firm from August until the following March.

Witness, continuing, said he had now no assets whatever. He did not know where the missing partner was now.

The Receiver then asked witness if he knew the Kong Sui Lung firm and whether it was not at the same address as witness had given as his residence. Witness said this was so, but he had no interest in this latter business. The proprietor was one Cheung Yip.

The Receiver: How is it, then, that your name is in the Chinese Commercial Directory as the proprietor?—Cheung Yip is the proprietor. There may possibly be a man of my name connected with the business.

The Receiver, reading from the Directory said: Tsung Ping-kwong is the same given here as the proprietor. I don't know. There must be a different man with the same name. Further questioned, witness

WHERE THE FRENCH LEAD THE WORLD

IN THE MATTER OF LAND DISARMAMENT

MILITARY FORCES LOSS

Paris, Yesterday. In the matter of land disarmament France leads the world, claimed the Premier in a debate in the Senate on the army estimates. Another official spokesman asserted that the French military effectiveness were 44 per cent. below those before the war, though the estimates had increased owing to the general rise in prices and the extra expenditure due to the reduction of the military service period.—Reuter.

French Minister Returns Rugby, Yesterday.

The French Foreign Minister, M. Briand, arrived in London to-night to resume work in connection with the London Naval Conference. He was met by the British Minister for Foreign Affairs, Mr. Arthur Henderson. The Prime Minister will preside over a meeting of the delegations which has been called for to-morrow afternoon and, in view of the developments which have occurred since the beginning of last week, when the principal members of the French delegation left for Paris, much importance is attached to the meeting. Mr. H. L. Stimson, the head of the American delegation, had a further long conversation with Mr. MacDonald at the House of Commons this afternoon.—British Wireless Service.

Japanese Opposition Tokyo, Yesterday.

A special Cabinet meeting which was expected to-day for the purpose of deciding a reply to the Japanese American agreement has been called off as domestic and political obstacles have arisen necessitating further delay. The naval general staff are reported to be strongly opposing acceptance, for which a reply is unlikely to be ready before next week.—Reuter.

Earlier Cables London, Yesterday.

A rumour that the American delegation had changed its attitude towards consultative pacts and were willing to enter into such a pact in order to save the Naval Conference, led to the issue at midnight of an official statement by the American delegation that its attitude had not changed.

America, the statement points out, has no objection to entering into a consultative pact as such, but would not enter into any treaty where there was a danger of its obligation being misunderstood as involving a promise to render military assistance or guaranteeing protection by military force to another nation.

Such a misunderstanding might arise if the United States entered into such a treaty as a quid pro quo for the reduction of the naval forces of another nation. That danger has hitherto inhered in the present situation where France has been demanding a mutual military security as a condition of naval reduction.

But if this demand for security could be satisfied in some other way, then the danger of a misunderstanding of a consultative pact would be eliminated, and the question could be approached from an entirely different standpoint.

The American delegation would then consider the suggestion with an entirely open mind.—Reuter.

Significant Features London, Yesterday.

The sudden re-emergence of the political aspect of the Naval Conference indicates the completeness of the failure to overcome the Franco-Italian deadlock by other means, although the new turn produces a faint ray of hope that a five-Power agreement will be concluded.

There are no traces of exaggerated optimism in well-informed quarters.

The concluding passage in last night's American statement about the French demand for security, clearly leaves the way open for a renewed discussion, and it is significant that M. Briand is returning to the scene. He is due in London to-night.—Reuter.

stated definitely that he was not the proprietor of the firm in question.

The examination was adjourned sine die.

Other Matters The Kwong Fook Hing firm, through their solicitor, Mr. C. E. I. Grist, applied to his Lordship for a receiving order against the Hang On Tai firm, who was alleged to be indebted to petitioner to the extent of \$2,000. The petition was opposed by the Official Receiver on the ground that the debtor's assets were only \$3,800 and the liabilities were over \$4,000.

His Lordship refused the application.

An application for a receiving order against the Kwong Fook Wo firm was made by Mr. F. C. Chan, solicitor for the creditor, Mr. S. N. N. Chan, who was alleged to be indebted to the firm to the extent of \$2,000. The petition was opposed by the Official Receiver on the ground that the debtor's assets were only \$3,800 and the liabilities were over \$4,000.

His Lordship refused the application.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.

To-day—Tea Dance at Peninsula Hotel, 5 p.m.

To-day—Dinner Dances at Hong Kong, and Peninsula Hotels, 8.30 p.m.

Entertainments To-day—Queen's Theatre, "Unholy Night."

To-day—Star Theatre, "Dreams of Love."

To-day—World Theatre, "Westward Ho," 2.30 and 7.15 p.m.; "A Girl from Chicago," 5.15 and 9.20 p.m.

To-day—Majestic Theatre, "Underworld."

March 27, 28, and 29—A.D.C.—"And So To Bed," Theatre Royal, 9.15 p.m.

Lammeris' Auctions To-morrow—At 1, Aimal Villas, Kowloon, household furniture, 11 a.m.

To-morrow—At 48A, Nathan Road, Kowloon, household furniture, 2.30 p.m.

March 29—At 16, Chatham Rd., Kowloon, household furniture, 11 a.m.

Home Mails To-day—Inward from Europe via Suez (Rajputana).

To-morrow—Inward from Europe via Siberia (Rawalpindi); from America and ports (President Jefferson).

Sports See Special Sports Diary on page 9.

Meetings To-morrow—Hong Kong Lawn Bowls Association, Messrs. Jardine, Matheson's Board Room, 5.45 p.m.

March 29—A.S. Watson & Co., Ltd., Hong Kong Hotel, 11.30 a.m.

March 31—H.K. and Whampoa Dock Co. Ltd., 2, Queen's Bldg., noon.

April 3—Twenty-third annual meeting of Gande, Price & Co., Ltd., 100, Des Voeux Street, noon.

April 4—Public meeting, Chamber of Commerce Room, City Hall, 5.15 p.m.

April 26—Hong Kong Tug and Lighter Co., Ltd. (in liquidation), 6, Des Voeux Road Central, noon.

May 5—Hong Kong & Shanghai Hotels Limited, Exchange Bldg., Des Voeux Rd., 11.30 a.m.

Miscellaneous To-day—St. John Ambulance Brigade Annual Inspection, Murray Parade Ground, 5.15 p.m.

March 27, April 3, 10—Lectures in "Modern Architecture" by Mr. C. E. Moore, University Engineering Society.

April 3—Pianoforte Recital by Mr. Harry Ore, at Henela May Institute 5.30 p.m.

RADIO

TO-DAY'S PROGRAMME

The following programmes will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 855 metres:—

5-7 p.m.—European Programme of Columbia Records by courtesy of Messrs. Anderson Music Company.

Poet and Peasant—Overture (Suppe)—Percy Pitt and Augmented Symphony Orchestra.

"Painting the Clouds with Sunshine" (Burke and Dubin)—The Knickerbockers.

"Pals Forever" Rueschfeld, Shapiro and Adam)—Anson Weeks and His Hotel Mark Hopkins Orchestra.

"The Pirates of Penzance"—Vocal Gens (Gilbert & Sullivan)—Columbia Light Opera Company with Orchestra.

"Charming" (Stothart and Grey) and "The Shepherd's Serenade" (Stothart and Grey)—Ben Selvin and His Orchestra.

"Tarentelle for Flute and Clarinet" (Saint-Saens—Op. 6) and "Second Serenade" (Toselli, arr. Geel)—H. G. Amers and the Eastbourne Municipal Band.

"What if I do" (Williams and Johnson) and "Wipe 'Em Off" (Williams and Johnson)—The Seven Gallon Jug Band.

"Gaily Echoes" (Caryl & Monckton)—Herman Finck and His Orchestra.

"Little by Little" (O'Keefe and Dolan) and "Singin' in the Bathub" (Magidson, Washington and Cleary)—Guy Lombardo and His Royal Canadians.

"By the Blue Hawaiian Waters"—Tone Picture (Albert W. Ketelbey)—Albert W. Ketelbey's Concert Orchestra, conducted by the Composer.

"Without a Song" (Youmans, Rose & Eliscu), and "Great Day" (Youmans, Rose & Eliscu)—Paul Whiteman and His Orchestra.

"La Gioconda—Dance of the Hours" (Ponchielli)—Court Symphony Orchestra conducted by Norman O'Neill.

"The Wonderful World of Words" (Shapiro and Smith) and "Sceptical Alms" (Kernell)—Spans Broadway Orchestra, B. O. Lamb—Director.

"The Deputation to the Minister" (Ford)—Talking by William McCulloch.

"All's Fair in Love and War" (Waller, Brown and Eliscu) and "Kismet Love" (Rosenberg and Eliscu)—The Continental Orchestra.

"Madame Butterfly"—Selection

NEW ADVERTISEMENTS

PUBLIC MEETING.

A PUBLIC MEETING will be held, in the Chamber of Commerce Room, at the City Hall, on FRIDAY, the 4th day of April, 1930, at 5.15 o'clock in the afternoon, for the purpose of making arrangements in connection with the arrival of His Excellency Sir William Peel, K.B.E., C.M.G., and in particular:—

- (1) To appoint a Reception Committee.
- (2) To decide on the mode and place of the Reception.
- (3) To decide how the cost of the Reception should be met.
- (4) To discuss matters generally in connection with such Reception.

Dated 26th March, 1930.

H. E. POLLOCK, Senior Unofficial Member.

(Puccini, arr. Tavan)—New Queen's Hall Light Orchestra, conducted by Percy Pitt.

"Walking with Susie" (Gottler, Mitchell and Conrad) and "Breakaway" (Gottler, Mitchell and Conrad)—Milt Shaw and His Orchestra.

7 p.m.—"A Chat on the Waltz" by Miss Norah Chillo and Mr. Albert Barnett.

7.15 approx.—Experimental Programme including:—

"Schumann's Concerto in A Minor" (Op. 54)—Fanny Davies (Pianoforte) and the Royal Philharmonic Orchestra (conducted by Ernest Ansermet).

8 p.m.—Chinese Programme.

9 p.m.—Weather Report.

10.30 p.m.—Close Down.

GAMBLING

Owner of Gaming House Fined \$10

Fourteen Chinese were charged at the Central Magistracy this morning with gambling. All pleaded guilty. The owner of the gaming house, at 17 Bridges Street, and the person in charge of the gang on the arrival of the police were fined \$10, and the remaining twelve \$2 each. There was only \$1.76 in coppers on the table at the time of the arrest.

COOLIE KNOCKED DOWN

Another accident occurred yesterday at the back of the Kowloon Hospital, on the site of the new maternal section of the hospital. A contractor's coolie was knocked down by an earth truck, receiving injuries which necessitated his being taken into the hospital for treatment. His condition is not considered serious, however.

WEARING A SHAMROCK!

Green was a popular colour in evidence on the streets in Shanghai on Saint Patrick's Day. A small Chinese newsboy who plies his trade between Central Police station and the American Club, had the good judgment to appear wearing a small shamrock, which not only brought forth a hearty laugh from many foreigners but also greatly increased his sales.

The Civil Estimates and the estimates for the Revenue Department for the coming financial year show an increase of \$59,531,449 compared with the original estimates for 1929.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From DUNKIRK, ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship, "BENGLOE"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd. and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd April, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 17th April, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 2nd April, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Hong Kong, 27th March, 1930.

BLUE STAR LINE (1920), LTD.

NOTICE TO CONSIGNEES.

Steamship, "TACOMA STAR"

From HAMBURG & ANTWERP.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Company Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 27th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 13th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by DODWELL & CO., LTD., Agents, Hong Kong, 27th March, 1930.

AND SO TO BED

27, 28 and 29, March, at 9.15.

STILL A FEW SEATS LEFT.

WEEK-END

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| | Charge of the Tight Brigade | " |
| 9296 | The Tightest Man I Know | " |
| | Ogil Moggi | " |
| 9469 | Buckshee | " |
| | The Idol's Tongue | " |
| 9829 | The 'Ole in the Road | George Graves. |
| | Descriptive Sketch | " |
| 9468 | Sailing Up the Clyde | Will Fyfe. |
| | Come and See the Baby | " |
| 69390 | Twelve and a Tanner a Bottle | " |
| | She Was the Belle of the Ball | " |
| 9314 | The Deputation to the Minister | Wm. McCulloch. |
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| 9575 | The Presentation of Prizes | " |
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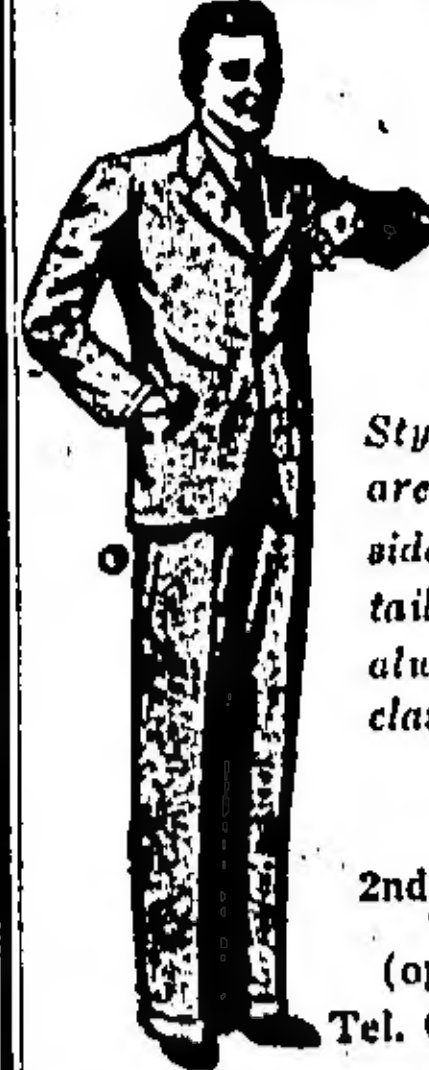
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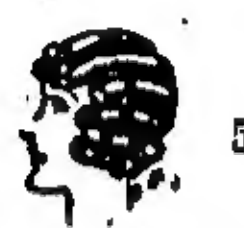
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WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)

Agents for:— ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

REFLEX CAMERAS with 4.5-3.5 & 2.5 lenses
KODAKS — LOCAL VIEWS — LANTERN SLIDES
ALWAYS IN STOCK.
EXTRA SPECIAL ATTENTION GIVEN TO DEVELOPING
PRINTING, ENLARGING

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74, Queen's Road Central, Hong Kong.
Telephone No. C.3170.

OVERSEA RADIO

(Continued from Page 1.)

Favouring America?

London, Yesterday.
Replying to a contention that he was favouring American interests, Mr. Lees Smith explained that there were only two companies for these contracts, Marconi and Standard. The latter, which was American, employed 7,000 Britons, and there was no reason for excluding it from the tenders. The question was automatically dropped at private business time.—Router.

Early Cable

Genoa, Yesterday.
Speaking before a microphone aboard his yacht Elettra here, Signor Marconi this morning opened the Electrical Exhibition at Sydney.

Radio short-waves carried the inventor's voice across eleven thousand miles, when, surrounded by British and other journalists, the inventor exchanged greetings with Mr. Flisk, director of the Electricians' Association of Sydney.

Subsequently, Marconi transmitted on a small power unit to Sydney an order to close the circuit, thus lighting electric lamps at the exhibition.

A Sydney message says Marconi's experiment of switching on the lights was most successful.

The signals from his yacht were picked up at Dorchester and flashed by beam from Grimsby to Australia, being picked up at Victoria and conveyed by land line to Sydney Town Hall, where they operated a switch turning on a thousand lights.

How it Was Done

Details of how Marconi transmitted the power unit to Sydney, show that pressure on a key sent an infinitesimal quantity of electricity to London, which released a train of wireless waves from the beam wireless station to Australia, via Canada and the United States. These two countries subsequently wirelessly their congratulations to Genoa.

There was a dramatic silence in the Elettra's cabin when Marconi was ready to press the key, and when a voice from Sydney was heard saying that an immense gathering were tensely awaiting the signal. Marconi then pressed the key, and a moment later a voice from Sydney cried, "Lights on! Thanks to you, hurrah!"

The tension was relaxed, and Marconi smiled and said, "This experiment points the way to the future when there will be no electric wires and all power current will be transmitted directly through the air in any direction and in any quantity desired."—Router.

BOXING

Efforts are being made by the Hong Kong Boxing Association to stage a tournament on April 12, when it is hoped the main event will be a contest for the heavy-weight championship of the Colony. A.B. Rowles, the holder, has been challenged by a newcomer.

Have You Heard?—

Absent-minded.—The motorist who hung up his baby two-seater and put his watch in the garage.

"My wife was annoyed because I didn't mow the lawn when she was on holiday," said a man in court. He evidently didn't realise that he was a grass widower.

Overheard at a Heavy-weight Boxing Match.—"This is going to be a good fight wasn't it?"

A skeleton thought to be 500 years old, found in the midlands, had his head resting on the hands. His Schedule D form has not yet been unearthed.

You can tell by a man's face when he has loved and lost, and by his pockets if he has loved and won.

Kettering shoe workers are taught Morris dancing. A worker who bangs his thumb instead of a nail finds that an expressive pass de seul greatly relieves the feelings.

Candid.—The man who said his golf handicap was a squint.

The First Rule.—The first lesson in my little handbook, "Success as an Artist," explains how to go three whole days without eating.

Holiday Warning.—Many a man does not discover it was anything more than a mere flirtation until she has married him.

A school near London has the use of a golf course. Anxious parents, however, may rest assured that their children are not taught the language.

Economical.—The Scotsman who always boils his blotting-paper in order to get back the ink.

A writer says that owing to a seaside band playing a popular tune he swam half a mile so as not to hear it. Then came to rest on a sunny buoy!

Sweet Susie was awfully handy. With needle and scissors expert. She once cut a leg off her father's plus-fours. And made an adorable skirt.

Doctors say they are anxious to find another name for alcoholic poisoning.

Bottle-ism!
Kiss a girl on the forehead and she will wear higher heels next time!

He told her she was perfect, and of life she was his breath. He said that if the chance arrived For her he would face death! Just then a bull came on the scene So up he got and fed. Said he: "I don't mind facing death, But that bull isn't dead!"

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank wire 1/8 3/4
Bank, on demand 1/8 3/16
Bank, 30 days' sight 1/8 5/16
Bank, 4 months' sight 1/7 1/2
Credits, 4 months' sight 1/7 1/4
Documentary, 4 months' sight 1/7 1/4
On Paris—
On demand 937 1/2
Credits, 4 months' sight 1012 1/2
On Berlin—
On demand 36 1/2
On New York—
On demand 36 1/2
Credits, 60 days' sight 38 1/2
On Bombay—
Wire 101 1/2
On demand 101 1/2
On Calcutta—
Wire 101 1/2
On demand 101 1/2
On Singapore—
On demand 65 1/2
On Manila—
On demand 74
On Shanghai—
On demand 78 1/2
80 day's sight (private paper)
On Yokohama—
On demand 74 1/2
Gold Leaf, 100 fine (per tael)
Sovereigns (Bank's buying rate) 12.80
Silver (per oz.) 19 7/16
Bar Silver in Hong Kong 2% dis.
Copper Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 6% p.a.
Chinese Sub. Coin 22 1/2% dis.
Hong Kong Sub. Coin 1/4% dis.

LONDON EXCHANGES

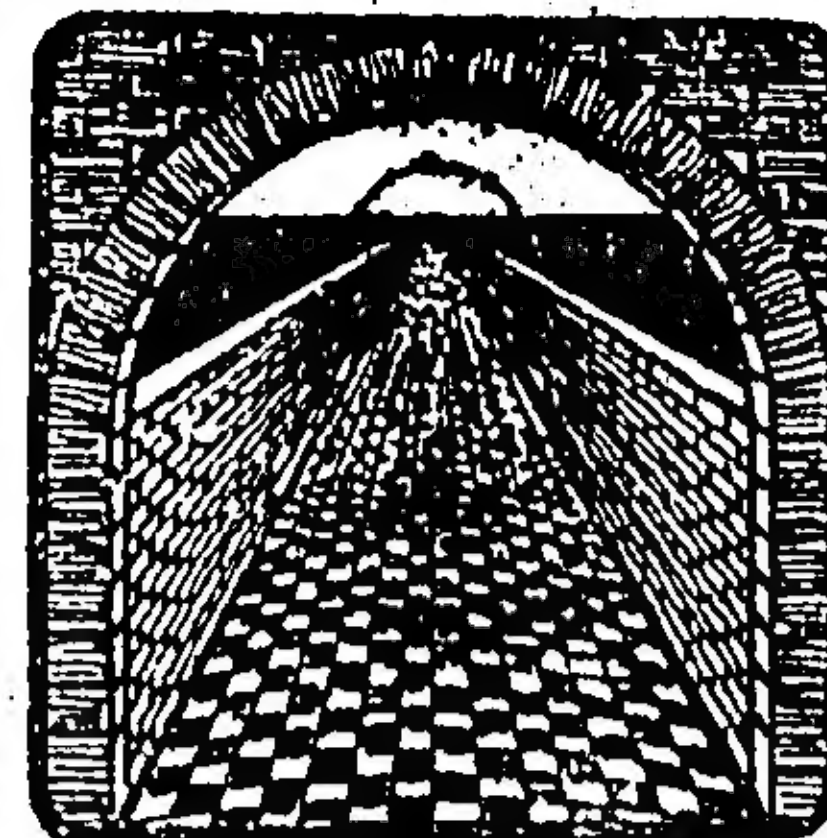
Rugby, Yesterday.
Paris 124.27
New York 4.86 29/32
Brussels 34.85
Geneva 25.135
Amsterdam 12.12 1/2
Milan 92.92
Berlin 20.385
Stockholm 18.10
Copenhagen 18.165
Oslo 18.17
Vienna 34.535
Prague 164 1/4
Helsingfors 193 1/4
Madrid 39.95
Lisbon 108.30
Athens 375
Bucharest 818
Rio 5 25/32
Buenos Aires 42 5/16
Bombay 1/5 13/16
Shanghai 1/11 1/4
Hong Kong 2/8 3/4
Yokohama 1/6 3/4
Silver Spot 19 7/16
Silver Forward 19 1/2
—British Wireless Service.

The man who wakes up to find himself famous has never been caught napping.

A new rule of the road is that pedestrians must not be counted if they have to be run over twice.

KAIPING HOUSEHOLD COAL

In Lots of not less than 1/2-ton—
Delivered to Peak District (above Bowen Road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Pokfulam Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the Coal is required.
All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 27th March, 1930.

STOCK	Buy- ers	Sell- ers	Sales	Non.	Ma. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1070	...	...	...	Dec.	{Final 21 s/c 1929 ex. 17 1/2-40.23} Feb. 24, 30
Chartered Bank	18 1/2	...	Dec.	{Final 7 1/2 bonus 6 1/2 Free 17 1/2 s/c 1929} Pending
Mercantile Bk. & B. C. L.	30	...	Dec.	{Final 3 1/2 s/c 1929 less 1/2 Tax. 8 1/2} Pending
Bank of Asia	100	...	...	...	Dec.	63 for 1929 Feb. 28, 30
Insurances.						
Canton Ins.	785	...	...	...	Dec.	{Final 2 1/2 for 1927 Interim 2 1/2 s/c 1929} -81.00 May 23, 29
Union Ins.	401	401	...	...	Dec.	{Final 1 1/2 for 1927 Interim 1 1/2 s/c 1929} -22 May 24, 29
China Underwriters	1.10	1.30	...	...	Dec.	None
China Fire Ins.	345	...	...	...	Dec.	{Final 2 1/2 bonus 6 1/2 for 1927 Interim 2 1/2 s/c 1929} -61.50 May 24, 29
H. K. Fire Ins.	575	r. d.	...	...	Dec.	61 7/8 for 1929 Mar. 26, 30
Shipping.						
Douglas	...	28 1/2	...	...	Dec.	Last dividend for 1929
H. K. Steamboats	...	27	...	...	Dec.	61 50 for 1929 Mar. 4, 30
Indo-China (Pref.)	18	...	Dec.	{12 1/2 ex. 2 1/2 for 1929 and 1928} June 10, 29
Shell Transports	...	90 1/2	...	...	Dec.	Last dividend for 1929
Union Waterboats	...	25	...	...	Dec.	{Final 2 1/2 bonus 28 free 17 1/2 Tax s/c 1929} Jan. 6, 30
Mining.						
Benguet	Dec.	Interim 50 centavos s/c 1929 Dec. ... 29
Kailan Mining Ad. 1/4	58 1/2	...	June	{Final 2 1/2 free 17 1/2 Tax Coupon 25 1/2 for 30-5-29} Dec. 17, 29
Langkat (Comb.)	18.60	...	Oct.	Last div. for year 31-10-27
" (Single)	7 1/2	...	...	...
S'hai Exploration	1.80	...	Dec.	None
" Loans	5	...	Dec.	Last dividend for 1929
Raubs	18 1/2	...	Mar.	Second Int. 10 s/c year 31-3-30
Tongoh Mines	21 1/2	...	Dec.	41 1/2 less tax Coupon No. 91 Mar. 25, 30
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	147	...	...	...	Dec.	62 for 1929 Mar. 13, 30
H. K. & W. Docks	38	...	Dec.	Last dividend for 1929
China Provident	3.10	...	Dec.	Last dividend for 1929
Hongkew	220	...	Dec.	Final T. 12 s/c 1929 Pending
N. Engineering	7.80	...	Dec.	T. 9.50 for 1929 Feb. 25, 30
Shanghai Docks	130	...	Apr.	T. 7.50 for year 30-4-29 July 27, 29
Cotton Mills.						
Ewo Cottons	18 1/2	...	Dec.	Final T. 2 s/c 1929 Mar. 17, 30
S'hai Cotton (old)	30	...	Apr.	T. 2.50 old for half year
" (new)	78	...	Oct.	T. 1.25 new 31-10-29 Nov. 26, 29
Zong Sings	10	...	June	T. 0.60 for year 30-5-29 Oct. 11, 29
Lands, Hotels & Buildings.						
H. K. & S. Hotels	13.65	...	Dec.	50 cents for 1929 Pending
H. K. Lands	37 1/2	...	Dec.	Final 2 1/2 s/c 1929 Feb. 12, 30
Shanghai Lands	340	...	Dec.	Final T. 0 s/c 1929 Mar. 12, 30
Hampneys	14	...	Dec.	61 for 1929 Feb. 8, 29
H. K. Realities	8.30	...	Dec.	Final 10 cents s/c 1929 Mar. 24, 30
Chinese Estates	98	...	Feb.	61 for year 29-2-29 June 5, 29
Public Utilities.						
H. K. Tramways	19.55	19.55	Dec.	Final 50 cents s/c 1929 Mar. 18, 30
Peak Tram (old)	11 1/2	...	Apr.	61 on old for year
" (new)	6.05	...	...	50 cents on new 30-5-29 June 7, 29
Sar Ferry	0.91	...	Dec.	61 for 1929 Feb. 14, 30
China Light	21 1/2	(21 1/2)	Sept.	{Final cost 45 (old) for year 30 cents 10 7/8 (new) 20-9-29} Dec. 23, 29
H. K. Electric	5.91	...	Dec.	62.00 for 1929 Mar. 12, 30
Macao	23	...	Dec.	...
Sandakan Lights	5.05	...	June	None
H. K. Telephones	12 1/2	18	Dec.	Final 10 cents s/c 1929 Mar. 16, 30
China Buses	1.81	...	Dec.	T. 0.60 for 1929 Feb. 21, 29
S'hai Traction (Ord.)	10 1/2	...	Sept.	{11 1/2 on preference shares Subject to income tax} Feb. 6, 30
" (Pref.)	19 1/2	...	...	...
Industrials.						
China Sugars	50	...	In Liquidation	...
Malayan Sugars	27	Dec.	Pa. 6 for 1929 April 11, 29
Cald. Mag. Ord.	10	10	Dec.	Incorporated in May 1929
" Pref.	10	10	...	...
Canton Ice	24	July	None
Cement (comb.)	16	...	Dec.	{90 cents on old 10 cents on new} for 1929 Mar. 19, 30
" (old)	10 1/2	...	...	...
" (new)	4.05	...	Dec.	Last dividend for 1929
H. K. Rope	9 1/2	...	Dec.	...
United Asbestos	5	...	...	...
Stores, &c.						
Dairy Farms	2 1/2	...	Dec.	61.50 for 1929 Mar. 11, 30
Watsons	11.40	...	Oct.	70 cents for year 31-10-29 Pending
Der. A Wings	30	...	...	...
East Crawford	2.68	...	Feb.	Last dividend for year 29-2-30
Maclean's	18	...	Feb.	61 for year 29-2-30 April 11, 29
Sisters	19	...	...	...
Wm. Powell	2.85	...	Feb.	25 cents for year 29-2-29 June 10, 29
Miscellaneous.						
H. K. Amusement	64 1/2	...	Mar.	{22.00 on Preferred for year 11.50 on Deferred} 21-4-29 July 5, 30
H. K. Construction	1.30	...	Dec.	None
B. Ind. G. S. Bonds
H. K. Over Land	Interest half yearly

Sport Columns

HOME FOOTBALL

Arsenal Win Cup Replay

LEAGUE RESULTS

London, Yesterday.
Playing at Villa Park yesterday, the Arsenal defeated Hull City by one goal to nil in the semi-final round of the F.A. Cup. The Arsenal and Huddersfield are this year's finalists.—Reuter.

Division I.

Huddersfield 1 Middlesbrough 0

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Wednesday	30	18	6	1	78	39	42
Derby	31	18	6	1	69	40	41
Sheff. Wed.	31	17	7	1	70	42	41
Blackburn	35	16	6	13	89	81	38
Liverpool	34	15	7	12	58	61	37
Aston Villa	33	16	4	13	71	68	36
Leicester	35	15	6	14	62	51	35
Huddersfield	31	15	5	11	51	57	35
Leeds	35	15	5	11	52	50	35
West Ham	35	15	5	11	52	50	35
Bolton	35	13	7	15	63	60	33
Sheff. Utd.	35	14	5	16	77	75	33
Portsmouth	31	12	8	11	58	55	32
Birmingham	32	12	7	13	59	50	31
Sunderland	32	12	7	13	59	50	31
Middlesbrough	32	12	7	13	59	50	31
Sheff. Wed.	31	13	5	16	55	58	31
Arsenal	32	12	6	14	53	48	30
Burnley	35	11	8	16	63	64	30
Newcastle	32	12	7	13	59	50	31
Everton	34	10	10	14	57	72	26
Grimsby	33	10	6	17	60	77	26

Division III.—South

Bournemouth 1 Brentford 2
Plymouth 5 Swindon 9

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Brentford	31	24	4	3	83	34	52
Plymouth	32	21	8	3	74	29	50
Brighton	32	19	7	6	75	40	45
Northampton	33	18	4	11	59	40	40
Southend	33	18	4	11	59	40	40
Bournemouth	33	18	4	11	59	40	40
Queen's P.R.	33	14	9	10	58	53	37
Fulham	34	14	9	11	70	69	37
Crystal Pal.	34	14	8	12	61	62	35
Coventry	34	16	3	12	68	58	35
Luton	34	12	9	13	51	60	31
Exeter	34	11	8	15	51	59	30
Clapton O.	33	9	12	12	34	47	30
Swindon	34	9	11	14	51	63	29
Newport	32	9	9	14	54	62	27
Watford	31	10	7	17	42	63	27
Walsall	32	10	6	16	53	62	25
Torquay	32	7	8	17	49	72	22
Bristol R.	31	8	5	18	50	72	21
Gillingham	34	7	8	21	35	72	20
Motherwell	32	3	8	21	41	92	14

Division III.—North

Wrexham 3 Barrow 0

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Port Vale	33	22	5	4	83	29	53
Stockport	34	22	5	4	80	39	51
Darlington	35	18	5	12	91	61	41
Crewe	32	16	6	10	73	51	38
Chesterfield	33	17	4	12	60	47	38
York	32	12	14	6	60	43	35
Accrington	34	14	7	13	59	50	31
Harlepool	33	13	9	11	53	58	30
Southport	34	11	12	11	64	56	34
Tranmere	34	13	8	13	73	68	34
Lincoln	33	10	14	9	55	47	34
N. Brighton	34	14	5	15	59	66	33
St. Shields	33	13	7	14	54	63	33
Doncaster	33	12	8	14	52	52	32
Nelson	33	10	16	4	47	63	32
Carlisle	34	12	7	15	70	86	31
Reeddale	32	12	6	14	61	73	30
Wigan	35	11	6	18	53	75	28
Wrexham	34	9	8	17	49	70	26
Halifax	36	8	7	21	37	69	23
Barrow	35	10	3	22	39	87	23
Rotherham	34	7	7	20	53	99	21

SCOTTISH LEAGUE

Morton 3 Hearts 2
Ayr 0 Rangers 3
Clyde 3 Hamilton 1

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Rangers	32	25	4	3	82	25	54
Aberdeen	34	21	6	7	77	55	48
Motherwell	32	19	6	9	72	45	42
Celtic	32	18	4	10	73	42	40
St. Mirren	34	18	4	12	70	49	40
Partick	32	14	9	9	64	46	37
Kilmarnock	33	14	9	10	72	62	37
Ayr	34	15	6	14	62	70	35
Hearts	33	12	9	12	63	59	33
Queen's P.R.	34	14	5	15	61	61	33
Falkirk	32	11	9	12	49	55	31
Clyde	34	10	11	13	57	65	31
Hamilton	32	12	6	14	65	67	30
Dundee	33	11	6	16	42	54	28
Airdrie	33	12	3	18	59	62	27
Hibernians	33	8	10	15	49	54	26
Cowdenbeath	32	9	7	16	50	62	25
Morton	33	9	6	18	62	84	24
Dundee U.	33	7	8	20	47	91	20
St. Johnstone	34	6	7	22	36	84	17

LOCAL LEAGUE

Club Narrowly Beat Police

SCENE AT JUNIOR GAME

Results of League football matches played yesterday were as follows:—

	P.	W.	D.	L.	F.	A.	Pts.
H.K.F.C.	1	1	0	0	1	0	2
Navy	0	0	0	0	0	0	0
Somersets	0	0	0	0	0	0	0
Eastern	0	0	0	0	0	0	0
Ewo	0	0	0	0	0	0	0

Club Defeat Police

In an indifferent game played on the St. Joseph's ground, the Club came in winners, by the old goal in three. Many scoring

Our Sports Diary

LOCAL

Saturday — League — St. Joseph's v. Recrolo; Kowloon v. Somersets; South China v. Chinese Athletic; Club v. Police; Division II.—University v. Chinese Athletic "B"; Ewo v. St. Joseph's; South China "B" v. Chinese Athletic "A"; Eastern v. Navy.

April 5—Junior and Senior Shield Finals.

Tennis — To-day — H.K.C.C. Tournament (weather permitting).

Hockey — Friday — Club v. Somersets, King's Park, 5 p.m.

Racing — April 5 and April 19—Extra Race Meetings.

Fencing Hunt — Saturday — Hound Meet, Kennels, 4 p.m.

March 31—Entries close for April Meeting.

April 13—April Meeting, Kwant, 3 p.m.

Rifle Shooting—April 20 and 21—Volunteers' annual rifle meeting, Stonecutters.

HOME

Rugby Football—April 21—France v. Wales.

Racing — March 28—Grand National, Liverpool.

March 29—Liverpool Hurdle Race; Champion Steeplechase, Liverpool.

Hockey—March 29—Ireland v. England.

March 29—Ireland v. England.

Billiards—February 21 to March 29—Amateur Championship, London.

chances were missed by both sides, and the Club were a trifle lucky to win.

Frazer scored for the Police in the first minute, after which the Club were principally on the offensive. Eventually, Goldman, from a pass by Stewart put them on level terms. Half-time arrived with the scores one all.

The Police took the offensive during the first part of the second half, but missed several easy chances. Afterwards, in a Club attack, Goldman missed an open goal. The Club put on pressure, and just before the end Bell headed the winning goal from a corner.

Referee P.O. Critchett lined up the following teams:—

Club:—Rodger, Hill, McBride, Gilchrist, Stewart, Watson, Reid, Bell, Goldman, McColligan, Stanton.

Police:—Estall, Oram, Williams, Cartwright, McGreevey, Hunter, Cornwall, Clarke, Frazer, Valentine, Bentley.

DIVISION II.

Navy Swamp the R.A.

In this match on the Navy ground, the Senior Service had a picnic, opening the score through Wyatt after three minutes' play.

Goodman, Hughes (2), and Wyatt scored further goals before the interval.

The Navy continued to have all the play in the second half, and added further goals through Wyatt, Goodman, Bennet, and Hughes.

Chinese "A" v. Somersets

This game was played at the Stadium. An unfortunate incident in the first half resulted in a military player being sent off the field.

Play was very even in the first half, and the score sheet was blank at the interval. Toward the end of the game Denmad scored for the soldiers after prolonged pressure, and later Wong Shui-wo unluckily put through his own goal.

Club v. Ewo

This game was ruined by questionable tactics on both sides, which culminated in a Club player being sent off in the second half. There was no score in the first half, but Ewo took the lead with a disputed goal early in the second half. Play deteriorated after this, and several players were cautioned. There was an unpleasant scene after the game.

R.A.M.C. v. Eastern

Playing at Sookumpoo, Eastern just got the better of the R.A.M.C. by the odd goal in seven. Leonard scored first for Eastern, but Devlin equalised. Tao Po-chee put Eastern ahead again.

Shortly after the resumption Sabhan put Eastern further ahead, after which R.A.M.C. attacked for Tarney to reduce the lead. Lee Bing-long later scored for Eastern, and Tarney for R.A.M.C.

LEAGUE TABLES TO DATE

Division I.

	P.	W.	D.	L.	F.	A.	Pts.
K.O.S.B.	29	11	6	3	45	21	28
Royal Navy	18	11	5	2	36	29	27
Athletic	17	11	3	4	40	18	25
Somersets	16	10	2	4	37	12	22
South China	16	8	4	4	28	12	20
R.A.	20	9	2	9	31	33	20
Kowloon	16	6	3	7	31	25	15
Club	17	3	5	9	21	34	11
Recreio	15	4	1	10	18	49	9
St. Joseph's	10	4	1	14	17	53	9
Police	18	2	2	14	18	47	6

Division II.

	P.	W.	D.	L.	F.	A.	Pts.
K.O.S.B.	28	12	2	3	113	17	48
Royal Navy	22	17	3	2	84	19	37
S. China "A"	20	16	1	3	66	10	33
Chinese "A"	19	15	2	2	56	20	32
Somersets	23	14	3	6	56	28	31
Eastern	21	10	6	4	48	45	22
St. Joseph's	21	8	8	10	48	59	19
Kowloon	19	8	2	9	27	43	18
R.A.	25	7	3	15	27	61	17
S. China "B"	21	6	3	12	32	60	15
Chinese "B"	20	5	2	13	24	48	12
Ewo	21	5	4	12	21	60	14
R.A.M.C.	26	4	4	18	25	65	12
University	21	5	2	14	16	69	12
Club	21	1	4	16	11	63	8

RIFLE SHOOTING

Triangular Match at Stonecutters

Matches fired at Stonecutters on Saturday resulted as under:—

	200	500	600	Total
Capt. Quinlan	27	21	23	71
P.O. Markham	27	22	29	78
P.O. Parsons	31	31	30	92
P.O. Greening	29	29	27	85
Sergt. Madeline	31	26	21	78
R.M. Warwick	33	30	31	94
Cpl. Burnett	31	32	30	93
Mrs. Counter	33	29	30	92
Add 4% for open sights	240	225	221	686
Grand Total	710			

Talkoo R.C.

	25	23	20	68
Mr. Drummond	25	23	20	68
McLennan	30	30	33	93
Stanton	23	23	25	71
Walmsley	27	31	28	86
MacIndoe	29	33	28	90
Swan	30	32	29	91
Nisbet	26	30	28	84
Amery	20	21	16	57
Add 4% for open sights	210	223	207	640
Grand Total	642			

Hong Kong Police Reserve R.C.

MOTORISTS THIS IS YOUR PAGE

In The Latest Colmore Cup Trial

THE UNAPPROACHABLE

Norton

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ALSO

3 GOLD MEDALS

D. MACQUEEN, N. HOOTON & J. H. SIMPSON

AND

RUNNER-UP AWARD

(for Next Best Side-Car Performance)

D. K. MANSELL

See the 1930 Model in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

NEW WILLYS SIX

Ideal Car for Women Drivers

While its speed attainment of over 70 miles an hour makes the new Willys Six outstanding in the low priced field and attracts general commendation, its less sensational features are seen as having special appeal for the ever increasing number of women drivers who find its arrangement of controls and simplicity of operation among its chief attractions.

With its trim lines, tasteful upholstery and rich colours, the Willys Six presents an appearance as far above its class as its performance.

"Finger-Tip Control," featured on all Willys-Overland cars, removes the objections so many women had to driving. No longer is it necessary to search about with the foot to locate the start button on the floor. All operations of starting the motor, switching on or off the lights and sounding the horn are controlled by the button located in the centre of the steering wheel. With "Finger-Tip Control," it is never necessary to remove a hand from the steering wheel in traffic, and this advantage is considered by many as important as was the self starter which first made automobiles practical for women drivers.

In the sedan bodies, the front seats are adjustable to the size of the driver, and the re-arrangement of control on all models allows unusual freedom of movement.

The hand brake lever has been moved from the centre to the left of the driver, where it is entirely out of the way although it remains easily accessible. The gear shift lever has been moved forward from the footboard to the toe board.

This arrangement is regarded as highly desirable when the speed, rapid acceleration and equally rapid deceleration of the new car is considered.

Tests with the new Willys Six have shown that it accelerates from 5 to 50 miles an hour in 21 seconds and can attain 45 miles an hour in second. Such flashing performance makes the driver master of every situation in heavy traffic or on the highway and, coupled with the security provided by larger internal expanding four-wheel brakes and oversize tyres, explains why the Willys Six has received such a wide endorsement from women drivers.

MOTOR RACING

Monument to Speed
Record Holders

A monument in honour of the makers of all officially recognised world speed records will be erected at Daytona Beach, Florida, where most of the major automobile straightaway trials of recent years have been staged.

These achievements date back to 1898 when Chasseloup-Laubat, the Frenchman, astounded the world with a speed of 39 miles an hour.

Since that time the automobile speed record has been broken 31 miles by 25 drivers, a list including such familiar names as Barney Oldfield, Ralph De Palma, Tommy Milton and Henry Ford.

The Daytona Beach speedway has been the scene of every record-breaking achievement since Sir Henry Segrave of England in 1927 attained an automobile speed of 200 miles an hour.

Since then the record has been boosted to the present mark of 231.362 miles an hour, which Sir Henry set last spring after his old mark of 203.79 had twice been broken, once by his countryman, Capt. Malcolm Campbell and once by an American, the late Ray Keesch.

OLD CAR DUMPS

"Frankenstein Monster"
Become a Problem

Henry Ford, as the most prolific producer of automobiles in the world, has been asked by Borough President Harvey, of Queens, to help solve the problem of disposing of abandoned cars.

Professing to see a situation which in time will tax the resources of the nation for its elimination, Mr. Harvey requested Mr. Ford to lend his automotive genius to abating the nuisance of streets and vacant lots littered with discarded automobiles, many of them Ford.

"We have yet to find an effective method to combat this Frankenstein monster," Mr. Harvey wrote. "You have personal knowledge of the conditions caused in most of the nations, towns, and cities by the promiscuous discarding of old cars."

"As the most prolific producer of automotive equipment in the world, I think your company should bear a large part of the responsibility for the elimination of the abandoned car problem."

TURKEY'S FIRST WOMAN CAR DRIVER

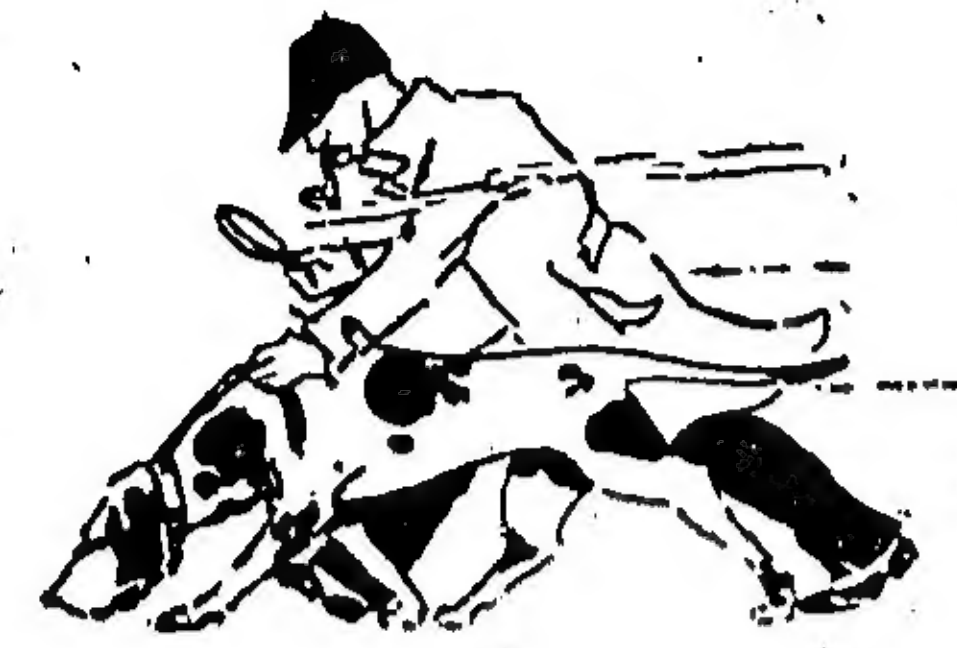


Muammer Hanum, 19-year-old, graduate of a French boarding school, and later of a Turkish school for chauffeurs and mechanics, wins the first permit granted to a woman to operate a taxicab in Turkey. She is shown in her Dodge Brothers car picking up a passenger in front of the historic Church of St. Sophia, Constantinople. Taxi fares in Constantinople are remarkably low. A tourist may visit all of the principal points of interest

including the whole of the old Byzantine Walls, for about \$5. Muammer, garbed in up-to-date, American-style, tailored costume befitting her calling, typifies the new freedom for Turkish women. An ardent lover of all outdoor sports, she exemplifies the rapid strides that have been made by women in Turkey since being released from the bondage that for centuries kept them veiled, secluded and far removed from any part in the civil life of the country.

MOST men, even among the ignorant and unlettered, have, in self-defence, developed through generations wonderful ability to detect fallacy in a false statement or unsound argument. It is subconscious, perhaps instinctive, but it is there, and it makes them reject views even when they do not know why. As they sometimes say, "it sounds all right but I have a hunch that it isn't."

We believe the fact that we have been doing business in Hong Kong for over 30 years is proof sufficient that what we say about our lubricants is true.



As we are here to stay we must be very careful of what we say about Gargoyle Lubricants. Otherwise we would lose the respect of consumers, and our business would dwindle rather than expand—as it is doing every year.

The NEW MOBIL-OIL—one of the most prominent members of the Gargoyle family—is by far the most efficient and economical motorcar engine lubricant.

If you do not believe that statement, try the grade of NEW MOBIL-OIL we recommend for your particular make of engine, but first please drain off the old oil while the engine is hot.

GARGOYLE
MOBIL-OIL
Make the most of your guide

VACUUM OIL COMPANY

BUYERS' GUIDE

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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf, Wolff & Kaw, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. C. 5644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. E.226.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C.1319.
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SENSATIONAL IN VALUE

BY

DODGE BROTHERS

Superlative performance—incomparable value—traditional dependability—comfort, beauty and style of an entirely new order—you are assured of these in the new Dodge Six and the new Dodge Eight in generous measure. Worthy additions to the present notable Dodge Six and Dodge Senior, these latest achievements make the current lines of Dodge Brothers cars the most comprehensive from every standpoint, ever offered by Dodge Brothers.

UPHOLDING EVERY TRADITION OF DODGE DEPENDABILITY

SOUTH CHINA MOTOR CAR CO.

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CAR CLEANING

Useful Aid to Efficiency

Once upon a time the average owner-driver had to spend five or six hours every week in hosing down and leathering bodywork; another hour or more had to be devoted to the radiator, headlights and other bright parts, both inside and outside the car (says the Autocar). To-day the cellulose-finished body can be thoroughly cleaned in half an hour, whilst a rub with a damp cloth will restore chromium plating to all the glory of showroom brilliance.

Once upon a time the carburettor had to be dismantled and cleaned every few weeks, or the motorist was certain to be held up on the road by a choked jet; nowadays, an efficient petrol filter is fitted in the supply system and a car can be driven for 10,000 miles or more without putting a spanner on the carburettor. Air cleaners and oil filters are standardised on many 1930 cars, so that it is not essential to decarbonate so frequently nor to change the oil so often as in the past.

These time-saving and labour-saving finishes and equipment have resulted in a saving of at least six hours per week. What does the owner-driver do with the time saved?

One would imagine that, relieved of the burden of exterior cleaning, motorists would emulate the cleanliness of a railway engine, or of the engine-room in a passenger liner—but one would be wide of the mark! Lift the bonnet and floorboards of almost any owner-driven motor car. Look at the oily, dirty appearance of the engine and surrounding components, and brake rods, gearbox and battery container caked with dried mud and grease; hidden by a thick coating of dirt, there is a multitude of slack nuts, loose connections, wires ready to break and short, bearings starved of grease or oil, and universal joints which somehow continue to function in spite of appalling neglect. And as if this were not enough, there is a metal shield beneath the engine with a horrible conglomeration half an inch deep and consisting of oil, grease, rusty water, road dust, dead insects, and grit from roads newly tarred. The spick-and-span exterior is but a whitened sepulchre; the outside of the platter is clean, but the inside—

Dirt is not only objectionable in itself; it is the sworn enemy of efficiency. The engine-room of a fast passenger liner is not kept bright and shining because there is nothing else for the junior engineers to do on a long voyage! The remarkable cleanliness of the marine engine is brought about by the necessity for efficiency. Many motorists are totally unaware of a defect until the engine shows signs of distress or until it stops altogether. Defects in a marine engine are discovered and rectified immediately, and are not allowed to develop to an extent which would interfere with the progress of the vessel. A fault in a clean engine is easily found and put right; it may take an experienced motorist hours to discover a fault in a dirty engine, and in the process dirt is spread generously over the whole lot, it finds its way into delicate components such as the magneto and the dynamo, and the unfortunate motorist's suit, overcoat, and gloves may be ruined.

Sheer Snobbery
Clean collars and shirts are worn more because one is uncomfortable with soiled clothes than because one wishes to impress other people. On the other hand, the car with a dusty or muddy body is just as comfortable—and may be just as efficient—or more so—as the car with a spotless exterior. Unless the engine is perfectly clean, the daily hosing and polishing of bodywork is sheer snobbery; and in any case, the knowledge that he has impressed people with his prosperity, or with his desire to "do the right thing," brings no lasting satisfaction to the true motorist.

A clean exterior and a dirty mechanism will never give confidence, for at any moment the propeller shaft may come adrift, or the magneto drive fail or brake rods or cables snap. In keeping the engine clean, the magneto coupling will have been rubbed over, and any defect or slackness will be discovered immediately. With floor boards up and oil cap rag in use, the propelling shaft, universal joints will have been oiled or greased and cleaned; and in cleaning any unusual play will be brought to light. In removing dried mud from the brake gear, any weakness in the cables or rods will be seen at once.

Cleanliness of engine and chassis is not only the safest guarantee against breakdown on the road; it is the most reliable method of avoiding big repair bills. The motorist who takes the trouble to keep his car clean will find that it will last longer and run better.

AUTO BODY TESTS.

Spectacular Movie Film

A spectacular talking movie of an engineering experiment in which a Dodge Brothers Mono-piece body sedan is seen hurtling down a steep mountainside has proved one of the biggest attractions at this year's automobile shows in many cities. Thousands have taken advantage of this rare opportunity to view an automobile rolling over and over in a giddy, breath-taking plunge down a jagged, precipitous slope.

Planned originally to test the strength of Mono-piece metal bodies, pioneered in America on Dodge Brothers automobiles, the experiment upon which this dramatic and intensely interesting film was based proved equally effective in measuring the sturdiness of chassis, frame, wheels—in fact all parts of the car.

Three different times the car is seen "taking-off" from a special runaway built on the mountainside. Altogether it is turned completely over nine times on its way to the bottom of the hill. Twice its descent is checked by its own inherent balance. Crucial stages of the car's exciting adventure were "stopped" for engineering analysis by slow-motion close-ups.

Cat-Like, Finds Its Feet
The runaway, which is supposed to upset the car as it begins its perilous journey, falls at first to offset its balance. Tilted precariously on two wheels, the car careens off wildly down the treacherous incline, but like a cat, finds its feet and comes to rest unharmful. The low centre of

gravity, due to Mono-piece body construction and scientific mounting keeps the Dodge car from overturning where other cars had completely capsized.

For the second trial, the angle or pitch of the runway is greatly increased and the car shoots off into space at a much higher rate of speed. Its balance completely upset, the car lands with a tremendous impact that sends it spinning dizzily down the mountain-side. Body, chassis, wheels and the entire assembly are subjected to terrific shock and stress. Even on this second attempt the inbuilt balance of the car comes to its rescue. About midway of its thrilling spill it wavers hesitatingly for a few fractions of a second like a reed in the wind. Its balance finally overcoming the force of gravity, the car settles back uphill. In order to complete the test it is necessary for a crew of workmen to turn the car over manually and give it a healthy boost on its bumpy downward course.

At the conclusion of this trip the car is inspected and all working parts found to be in good condition. It was then driven back to the crest of the hill under its own power for a third plunge, this time starting at a greater rate of speed than ever before.

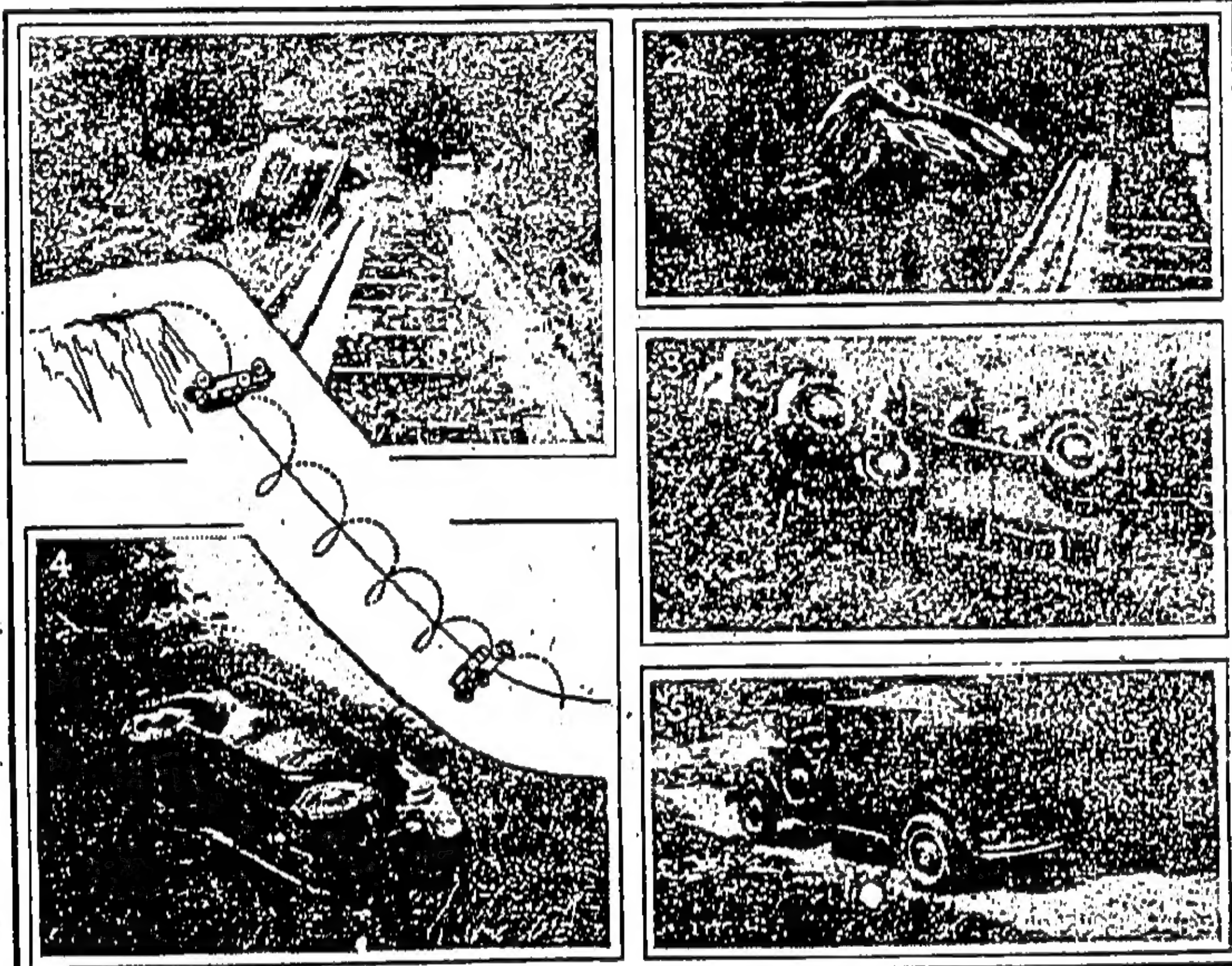
An Almost Indestructible Car.
On the third and last trip in this scientific demonstration, the car makes three complete arrests its descent for the second time. Not yet satisfied, the engineers have workmen give the car another push. Over it rolls again and again, subjecting body and chassis to merciless punishment. Much to the amazement of the spectators, when finally the car comes to a

stop at the bottom of the hill, windows and doors are opened and the machine, when righted, is driven under its own power off the scene of what has come to be regarded as one of the most engaging, novel and important experiments in automotive history. During the tests only one pane of glass was broken. A loose cushion bouncing around inside the car as it went rolling down the hill shattered the window in the rear panel. In spite of the almost incalculable force of blows, stresses and strains, glass in side windows, doors and windshield was unharmed. Engineers in charge of the test pronounced the car an almost indestructible automobile.

Mono-piece body engineers knew that the great strength of all-metal construction would withstand a sensational battering and still afford protection to passengers inside the car. And so, this daring experiment was decided upon to dramatically portray the durability, safety and stamina of this rapidly increasing type of automobile body construction.

Source of Amazing Strength
The strength which enabled the body to successfully endure such a test is due, it is said, to the fact that in this type of construction the shell of the body consists of only four major sections joined by flash welding into one complete unit.

This construction also does away with annoying squeaks and rattles and gives Mono-piece bodies the astounding factor of safety graphically depicted in the film. The contribution to motoring safety made by the adoption of this body is regarded as one of the really great steps in this direction taken by the automotive industry in more than a decade.



Remarkable action pictures made directly from film of dramatic talking movie showing Dodge car crashing down a mountain-side in scientific test of Mono-piece body construction. 1.—Car leaving wooden runway on its first trip. Pitch of elevated section was not sufficient to overcome inherent balance of Mono-piece construction. 2.—On second attempt, angle of the runway was greatly increased and car lands with a terrific impact, rolling over and over down the hill-side. 3.—When on two occasions the in-built balance of the car halt its spectacular tumble, workmen are required to again start it on its way with a push. 4.—Finally at the bottom after three breath-taking plunges down the mountain—all glass, still intact except in rear panel, broken by loose seat cushion. 5.—Driven off the scene under its own power.

FAST TRAVEL

Interesting Contest Recalled

An interesting and rather unusual cycling event was held in Victoria recently by the Geelong West Cycling Club, consisting of a relay ride from Geelong to Melbourne in which 15 of the best riders in the club were selected to carry a despatch, each cyclist covering a distance of approximately three miles, and then handing the message on to the next relay rider. The riders had set themselves a schedule for one hour 50 minutes, but they actually covered the 45 miles in 1 hr. 35 min. 45 sec.—a really fine performance.

This event brings to mind that wonderfully interesting and strenuous contest held in 1912, which was organised by the Dunlop Rubber Co., primarily to test the time in which a military despatch could be carried by road from the military commandant of South Australia to the commandant of New South Wales, and at that time provided an instructive comparative tests of the three modes of conveyance which were employed, viz., cycles, motor cycles and cars; and at the same time the contest drew attention to the deplorable condition of some of the country roads. It was a fine sporting contest, and great interest was displayed all along the 1,149 miles route across the three States.

The three divisions in the event comprised 180 cyclists, 52 motor cyclists and 12 motorists. For the cycle section the course was divided into 36 sections, ranging in length from 10 to 20 miles. Two riders being appointed for each relay. There were 26 motor cycle sections, ranging from 20 to 72 miles, while the car had to cover the journey in four sections of from 20 to 22 miles, with a relay of one

ing a close and interesting contest between the three classes of despatch couriers, the Dunlop Co. handicapped the cars to concede six hours to the motor cycle section and 30 hours to the cyclists. When the starts allotted were published, there was considerable comment in sporting circles the general view being that the cyclists had no chance of reaching Sydney first with their despatch, and that they would be soon overhauled by the car and motor cycle divisions.

That the Dunlop Company was not far out in gauging the capabilities of the three methods of travel was demonstrated in striking manner, for in spite of bad weather conditions, with sleet and howling head winds, the cyclists covered 1,149 miles in 69 hr. 32 min. averaging 16½ m.p.h., and delivered their despatch in Sydney 6 hr. 18 min. ahead of the motor cyclists, and 7 hr. 12 min. before the motor car despatch was handed over. The motor cyclists took 51 hr. 50 min., averaging 22 1-5 m.p.h., while the car recorded 47 hr. 46 min., their average speed being 24 m.p.h. With the improved interstate highways of to-day, it would be interesting to know how quickly despatches could be carried between our capital cities in a similar manner to the Dunlop event of 1912.

QUICK AND EFFICIENT REPAIRS
FLAT GARAGE
174, 175, Des Voeux Rd. C.
Tel. C. 281

If you should lift the body of every car

in Buick's field—
and compare the chassis—
then you too would choose

The New BUICK

If you were to lift the body from the chassis of any one of a hundred cars—and compare the vitally important details of chassis design and construction—you would find Buick so outstandingly superior in all phases of fine car engineering that you would almost inevitably make Buick your choice. Here is what you would see in this famous chassis:

Buick's great new Valve-in-Head engine—developing 99 horsepower in the 124- and 132-inch models, and 80% horsepower in the 118-inch models. Unapproached in sturdiness, all-round performance—ability, reliability and economy as well.

Buick's new Controlled Servo Enclosed Mechanical Brakes—providing smooth, positive, silent braking, with minimum pedal pressure. And—because fully protected against dust, dirt and water—operating at maximum efficiency in any weather.

Buick's new frictionless steering gear and new Road Shock Eliminator—twin advancements introduced by Buick. The Buick wheel offering effortless control throughout its entire turning range—and the new Road Shock Eliminator assuring complete freedom from annoying jolts and jares.

Buick's new, longer rear springs, and new

Leveley Double Shock Absorbers—front and rear. Combining to check both bound and rebound, and providing a degree of riding ease without parallel anywhere.

And, finally, such established Buick superiorities as the famous double-drop frame of toughness steel... the massive side and cross members reinforced at points of stress to insure greatest long life... the celebrated torque tube drive, Buick multiple-disc clutch, self-lubricating differential, and numerous other features.

When the list of Buick's chassis features—entirely aside from the irresistible appeal of Buick's new Fisher Bodies—reads like a roll-call of all that is soundest and best in fine car engineering... and when, in addition, you can buy a Buick for as little as \$1225, f. o. b. factory... what wonder that all comparisons lead to Buick! What wonder that more than 2,000,000 people have invested their money in Buicks—and that from two to five times as many are purchasing this new Buick as any other automobile priced above \$1200!

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Division of General Motors Corporation
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Builders of Buick and Marquette Motor Cars

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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.

LUBRICATION

Enemies in the Oil System

USE OF A FILTER

The Hon. Mrs. Victor Bruce writes:

Lubrication is of vital importance if you are to run your car successfully, and it is essential that close attention be paid to the system of lubrication that is employed in your car.

Nearly all makers of cars now issue a book of instructions, and it will amply repay any driver to read this thoroughly. Study the lubrication system of your car, ascertain the grade of oil recommended, and see that the maker's instructions are properly carried out.

The systems in use vary according to the make of the car, but none, even the most scientific, will work to advantage unless it is given careful attention.

Firstly, it must be seen that the oil is perfectly free from impurity. It is little realised how necessary a precaution this is. Few drivers would fill their petrol tank without using a filter, but many make the mistake of not straining the oil before it is put into the base-chamber.

An impurity in the petrol will readily make its presence known, but with oil the effects, though slower, are very much more serious.

Expensive repairs are very often necessitated by badly scored pistons or worn bearings, the result of minute particles of dirt left in the oil, but an impurity in the petrol (water for instance), will only cause inconvenience in the form of a choked jet.

Great care is taken by the manufacturers to ensure that the lubricants supplied by them are absolutely pure, but no matter what oil you use, whether it is bulk oil or from a sealed tin, it is always advisable to pass it through a filter. You will be surprised to find how much foreign matter is left behind. If you would be sure that your oil is as clean as can reasonably be expected, make a habit of always using a strainer.

It follows that only the best oil should be used, and if possible always get sealed tins. If, however, you use oil from a pump, make sure that the cabinet is securely locked. This is important. Reputable oil manufacturers make every endeavour to protect their product and they supply retailers with cabinets which the companies' own men keep fastened. But there are cases on record where the seals have been interfered with and an inferior oil substituted.

The result of negligence in a case of this kind may be very serious and that any oil needed will be appreciated.

Time to Re-tire Get a FISK



The last word in tyre
MILEAGE

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors—**GILMAN & CO.**

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"OVERLAND CHINA MAIL"

CREAM OF THE WEEK'S NEWS
FREE ILLUSTRATED SUPPLEMENT.

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25 Cents. 25 Cents.

The China Mail

Thursday, March 27, 1930.
Second Moon, 28th Day.

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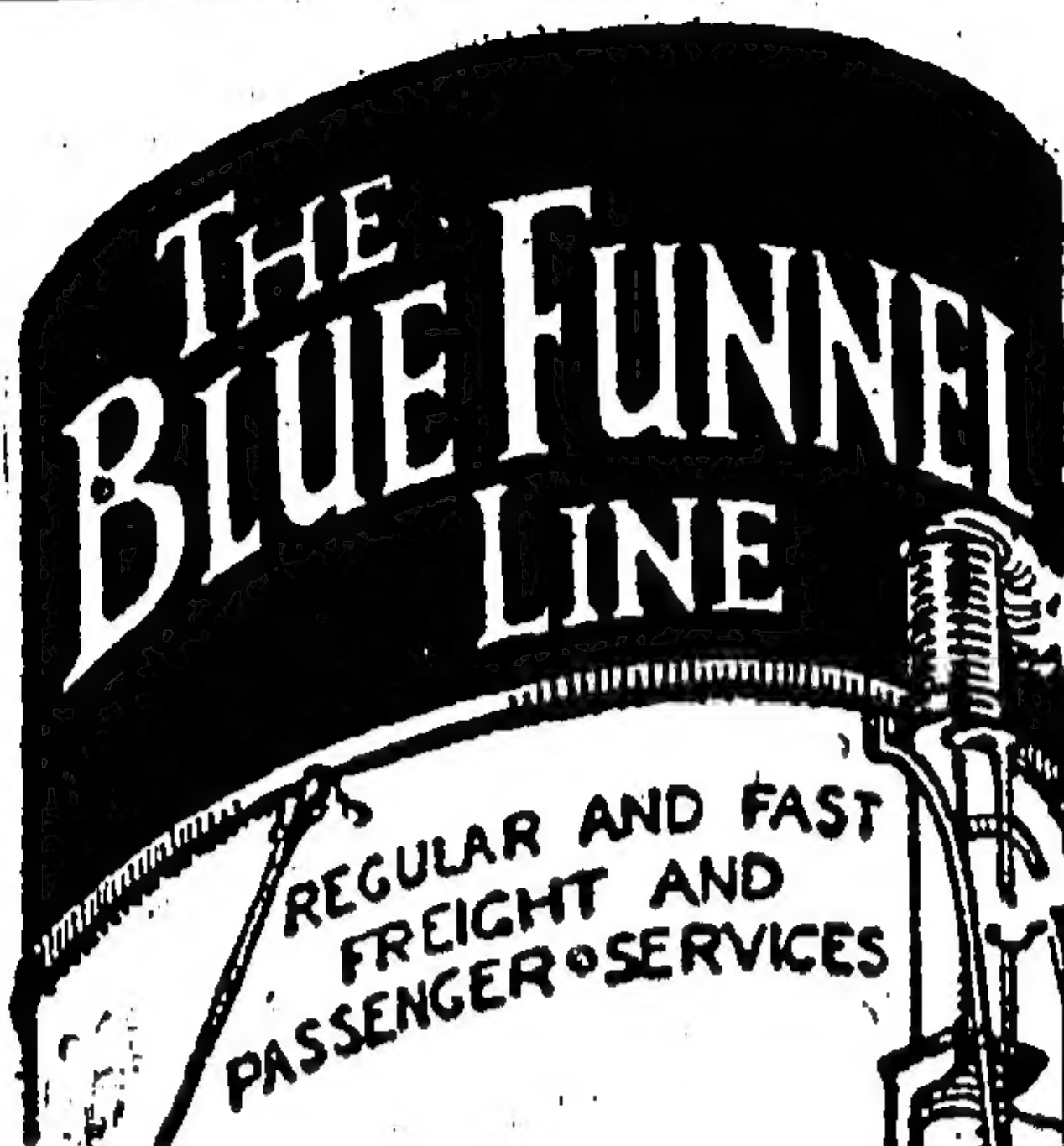
HONG KONG, THURSDAY, MARCH 27, 1930.

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THE GROWTH OF THE HAIR

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LONDON SERVICE.

"MENELAUS" 1st Apr. M'Isle, London, R'dam. & Hamburg
"SARPEDON" 10th Apr. M'Isle, London, R'dam. & Glasgow
* Calls at Casablanca.

LIVERPOOL SERVICE.

"OANFA" 20th Apr. Genoa, Havre, Liverpool & Glasgow
"IDOMENEUS" 20th May Genoa, Havre, Liverpool & Glasgow

NEW YORK SERVICE.

"NELEUS" 7th Apr. For New York, Boston & Baltimore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TALITHYBIUS" 20th Mar. Victoria, Vancouver & Seattle
"IXION" 19th Apr. Victoria, Vancouver & Seattle

INWARD SERVICE.

"PERSEUS" Due 2nd Apr. For Shanghai, Kobe & Y'ham.
"PATROCLUS" Due 3rd Apr. For Shanghai, Kobe & Y'ham.

PASSENGER SERVICE.

"SARPEDON" 10th Apr. For Singapore, Malacca & London
"PATROCLUS" 14th May For Singapore, Malacca & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to—

Butterfield & Swire,

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of ships expected to be in wireless communication with Hong Kong to-day:—Seang Bee, Katsuragisan Maru, Mikage Maru No. 5, Tetsuzan Maru, Tenyo Maru, Japanese Prince, D'Artagnan, Kum Sang, Tai Yuan, Hosang, Hoesi Maru, Chaksang, and Tango Maru.

INWARD MAILS

From	THURSDAY, MARCH 27.	Per
Shanghai and Swatow	Shansi
Japan, Shanghai and Europe via Siberia	Rawalpindi
(London, March 7)	President Jefferson
U.S.A. (Seattle, Mar. 8), Canada, Japan and Shanghai	
Shanghai and Swatow	Szechuen
Shanghai and Amoy	Tjikarang
Amoy	Takada
Straits	Hakone Maru
Canada (Victoria, B.C., Mar. 8), U.S.A., Honolulu, Japan and Shanghai	Empress of Russia
Manila	President McKinley
Japan	Ginyo Maru
Yanila	Tenyo Maru

OUTWARD MAILS

For	THURSDAY, MARCH 27.	Per	Time
Sam Shui and Wuchow	Kochow	4 p.m.
Saigon	Linan	5 p.m.
Hollo	Kako Maru	5 p.m.
Shanghai and *Europe via Siberia	Rajputana	8.30 a.m.
Amoy	Resolute	10.30 a.m.
Shanghai	Kulmerland	10.30 a.m.
Formosa	Bengloe	5 p.m.
Shanghai	Bengloe	5 p.m.
Hoihow and Haiphong	Chekking	9.30 a.m.
Japan	Talithybius	10 a.m.
Manila	President Jefferson	4.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Rawalpindi	(Due Marseilles, April 23.)
K.P.O.	G.P.O.	
Parcels	Mar. 28, 4.30 p.m.	Parcels	Mar. 28, 5 p.m.
Registration	Mar. 29, 9 a.m.	Registration	Mar. 29, 9.45 a.m.
Letters	Mar. 29, 10 a.m.	Letters	10.30 a.m.
Amoy	Amoy	5 p.m.
Swatow, Amoy and Formosa	Canton Maru	9 a.m.

PILSUDSKI ACTIVE IN POLAND

EX-DICTATOR OFFERS TO JOIN OCULIST'S CABINET

PROJECT ABANDONED

Warsaw, Yesterday.
Marshal Pilsudski is again troubling politics. He has offered to participate in the Cabinet which his partisan, Professor Szymanski, (better known as an oculist than a politician), is attempting to form, on condition that the Deputies, firstly, do not interfere with the composition of the Government or its conduct of affairs; secondly, that they do not interfere with the Budget; thirdly, that they rescind the law prohibiting the Government from opening supplementary credits without parliamentary consent; fourthly, that the diet be not convened, at least, until six months.

Party leaders have refused to accept these terms, and Szymanski has abandoned the formation of a Cabinet.

It will be recalled that the Government resigned on December 28, following a vote of censure.

Later.

Marshal Pilsudski's brother, Jean, is forming a Cabinet.—Reuter.

HUNGER STRIKER

Paris, Yesterday.

A different kind of persuasion is now being tried with Madame Hanau.

Three hospital attendants have been ordered to eat their meals in front of her, and it is hoped she will thus be tempted to desist from hunger-striking.—Reuter.

PROTECTION FOR CHINESE ABROAD

DR. C. C. WU CLAIMS THAT CHINESE ARE ALWAYS CHINESE

CONFERENCE DISAGREES

Nanking, Yesterday.

At the Nationality Committee meeting at the Codification Inter Law Conference on March 22, Minister C. C. Wu suggested cancellation on the basis of discussion of the 4th point, providing that the State may not afford diplomatic protection to its nationals against a State whose nationality such a person also possesses.

Dr. Wu argued that a large number of Chinese nationals resident in some countries formed a unique international body with the same language and civilization as the Chinese. They regarded themselves as Chinese and the Chinese Government recognised them similarly. The protection of such Chinese nationals was necessary because in certain places Chinese nationals exceeded the natives.

Only nine countries supported the proposal, the majority favouring the original draft. Dr. Wu decided to reserve his points at the signature of the draft.—Canton News Agency.

BANDITS ROUTED

Foreigners Not Allowed Into Kiangsi

Canton, Yesterday.

The Kiangsi Provincial Government telegraphed on March 22 that the Kanchow bandits had been com-

(Continued at foot of next Column)

EGYPTIAN PREMIER IN LONDON

BOISTEROUS RECEPTION OF DELEGATES BY STUDENTS

TREATY NEGOTIATIONS

London, Yesterday.

A boisterous reception was accorded to the Egyptian delegation on its arrival in London. Fleets of taxi cabs flaunting the Egyptian colours inscribed with Nationalist slogans disorganised the normal traffic. M. Briand arrived by the same train, but his welcoming party was put completely in the background by bands of frantic Egyptian students, waving flags and shouting, from which a cordon of police with difficulty extricated Nahas Pasha and the delegation.—Reuter

Rugby, Yesterday.

The Foreign Secretary Mr. Arthur Henderson, together with officials of the Foreign Office and the Egyptian delegation to-night met the Egyptian Prime Minister, Nahas Pasha, and other members of the Egyptian delegation who have come to London to negotiate the settlement of outstanding British-Egyptian questions. The negotiations will be based upon the progress for British-Egyptian treaty published last August, after conversations in London between Mahmud Pasha, then the Egyptian Premier and Mr. Henderson.

These proposals were described by Mr. Henderson in a covering letter as representing, "the extreme limit to which he could recommend the British Government to go in their desire to achieve a lasting and honourable settlement."

Nahas Pasha, who after the Egyptian Parliamentary election succeeded Mahmud Pasha as Prime Minister, issued in February a statement describing the proposed treaty as prompted by the spirit of conciliation, and received from the Egyptian Parliament a mandate to make the present journey to London to negotiate. The British High Commissioner, Sir Percy Loraine, is already in London and will assist in the negotiations.—British Wireless Service.

pletely routed and that the French missionaries are safe. Foreign passports to Kiangsi will not be issued, the Provincial Government undertaking wholesale bandit suppression. Those who hold passports are warned not to proceed to the interior.—Canton News Agency.



JUST A DISMAL SURPRISE!

Isn't it a horrible thing
— just as you're
about to win the pot
with a flush, in pips
the wife, prematurely
from that visit —
that's what a sudden
cold is like — just a
dismal surprise.



STOP YOUR COLD NOW WITH
GUALACOSE

TO-DAY TO SATURDAY
Daily at 2.30, 5.30, 7.20, & 9.20 p.m.

AT THE
MAJESTIC
NATHAN ROAD, KOWLOON.

CLIVE BROOK
EVELYN BRENT
GEORGE BANCROFT
LARRY SEMON

UNBELIEVABLE!
INDESCRIBABLE!
UNDERWORLD!

A tale of modern
caveman primitives
— living, loving
and —

HECTOR TURNBULL
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AMUSEMENTS



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comes now to the Talking Screen.

Suspense, terror, blended with
romance—there is entertainment,
you've been waiting for.

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ERNEST TORRENCE
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directed by
LIONEL BARRYMORE



A DRAMA OF LOVE —
TURNED TO A WEAPON OF HATE!

HEARST NEWSREEL

RIO DE JANEIRO FROM THE AIR
MAIDS OF PEKING SING OF GLORY OF CHINA
SEA-ELEPHANTS IN DESPERATE COMBAT.

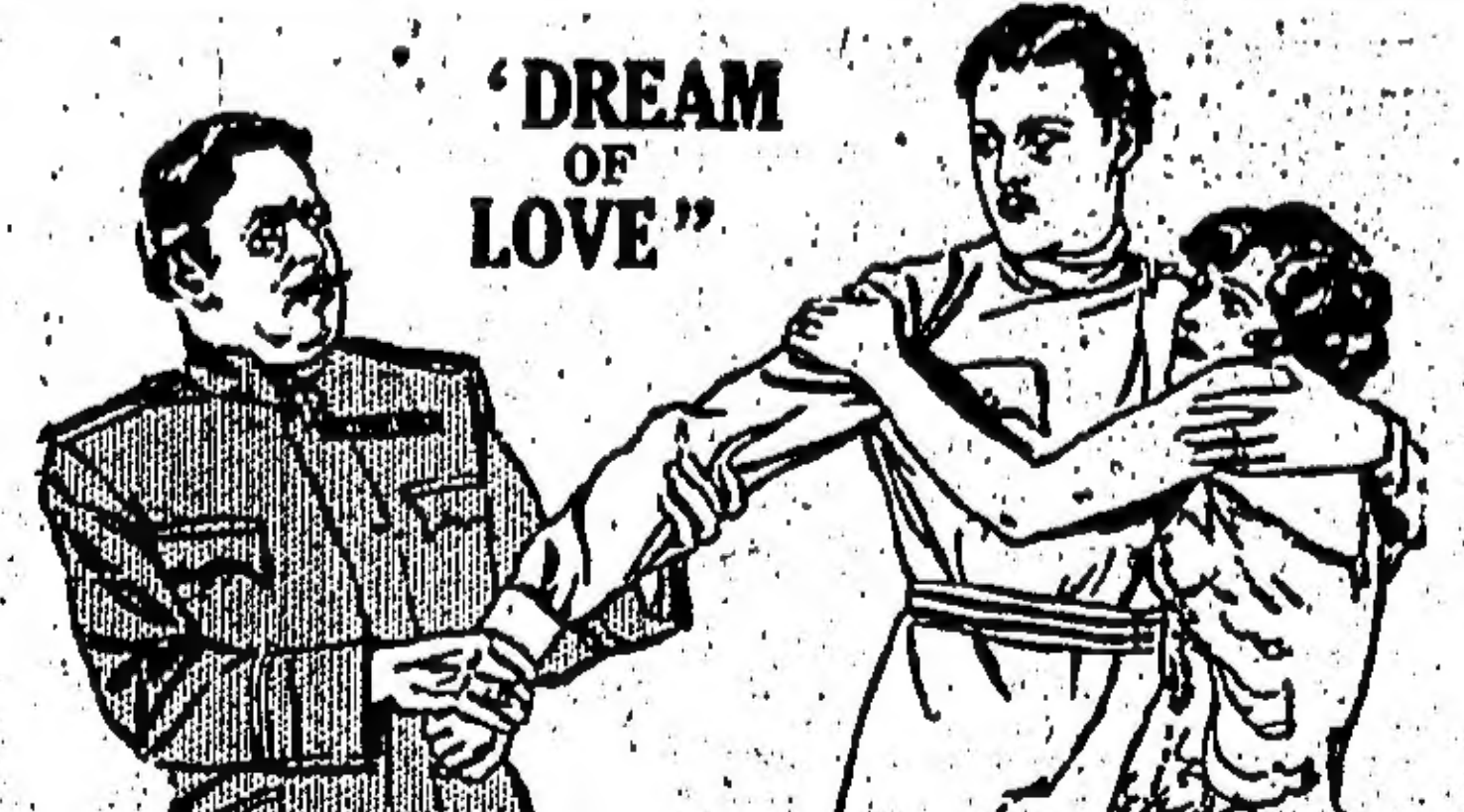
AT THE
QUEEN'S
TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

A ROMANCE OF DARING & DANGER!

CONRAD NAGEL

in
"THE GIRL FROM CHICAGO"
with **MYRNA LOY**

AT THE
WORLD
FINAL SHOWINGS TO-DAY
AT 5.15 & 9.20.
Chinese Picture "WESTWARD HO" PART II.



with **NILS ASTHER**—**JOAN CRAWFORD**

AT THE
STAR
TO-DAY TO SATURDAY
At 5.30 & 9.20

QUEEN'S COMING ATTRACTION

NORMA TALMADGE

in
"NEW YORK NIGHTS"

ALL-TALKING